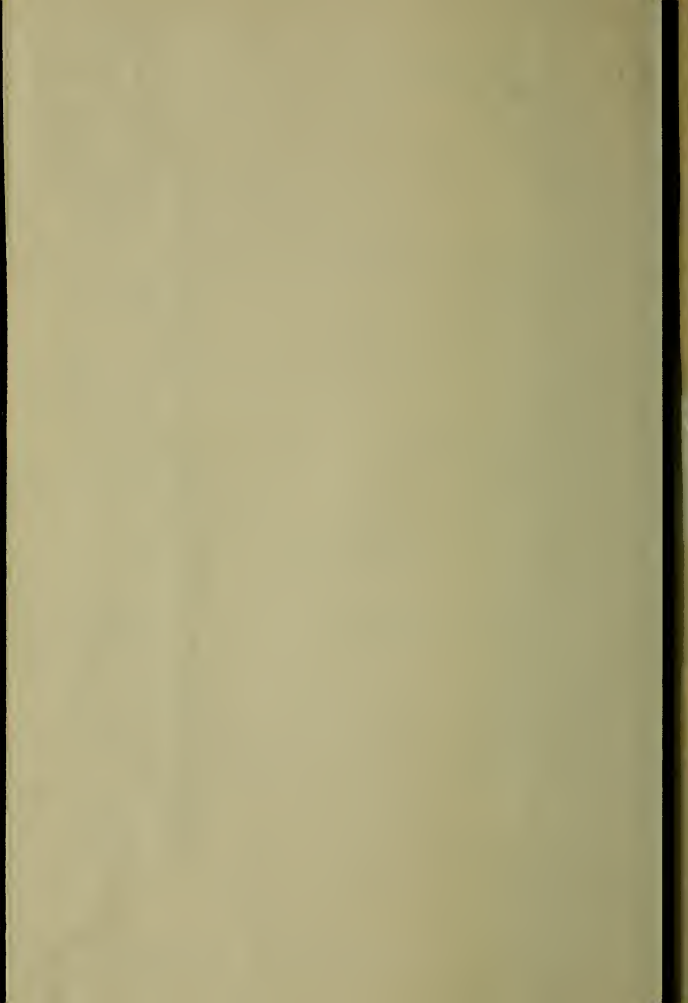


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THE

BOOK OF CARRIAGES ; /

OR,
A SHORT ACCOUNT
OF
MODES OF CONVEYANCE,
FROM

THE EARLIEST PERIODS TO THE PRESENT TIME.

PUBLISHED UNDER THE DIRECTION OF
THE COMMITTEE OF GENERAL LITERATURE AND EDUCATION,
APPOINTED BY THE SOCIETY FOR PROMOTING
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THE
BOOK OF CARRIAGES.

CHAPTER I.

THE first and most simple form of vehicle adopted on land, either for the conveyance of persons or goods, would naturally be a kind of raft or sledge, suggested by those employed on the waters of rivers and streams, which were, doubtless, the earliest modes of conveyance ever employed, and from such sledges Goguet ingeniously traces the origin of wheel carriages. "The use of rollers," he remarks, "must also have been an early discovery, and when men had both these inventions, they began to reflect that if they could join the sledge to the rollers, without impeding

their turning round, it would greatly lessen their labours; and by such steps they at last reached the discovery of wheels. At first, these wheels were without spokes, being made of a solid piece of



wood; but from the machine thus constructed still requiring a great expenditure of animal labour, particularly when heavily laden, fresh improvements were from time to time suggested, until the wheel, with its spokes, naves, and felloes, came into existence."

In the improvement of these two-wheeled vehicles, man would not long be idle; gradually the form became more elegant, ornament was added, and some of the beautiful results have been handed down to us in the specimens of the antique cars used by the Greeks and Romans, for the purposes of pleasure or of war.

The earliest records of wheel carriages are to be found in the Old Testament, though as their use only is mentioned, without any description as to their structure, we have no very clear idea on the subject of their form. The chariot and the wagon are both named in Genesis; Joseph rode in the second chariot of Pharaoh, which was doubtless a state carriage of the same form as the war chariots, but differing from them, in having less complete military accoutrements, although even in these the case of arrows is not wanting.

Wagons are also mentioned in Genesis as being despatched from the court of Egypt to convey thither the wives and little ones of the family of Jacob, and "when Jacob saw the wagons which Joseph had sent to carry him, the spirit of Jacob their father revived." With some few exceptions,

it may be said, that wheel carriages are not now generally employed in Africa or Western Asia; but that they were anciently used in Egypt, and in what is now Asiatic Turkey, is attested not only by history, but by existing sculptures and paintings. One of our earliest Egyptian paintings represents a person of quality arriving late at an entertainment in his curricule, like all Egyptian chariots, drawn by two horses. He is attended by a number of running footmen, one of whom hastens forward to knock at the door of the house, another advances to take the reins, a third bears a stool to assist his master in alighting, and most of them carry their sandals in their hands, that they may run with the more ease.

When Samuel addressed the people of Israel in reply to their request for a king to rule over them, he alludes to this custom. "He will take your sons and appoint them for himself, for his chariots, and to be his horsemen; and some shall run before his chariots."—1 Sam. viii. 11.

A kind of cart or drag, used by the Jews for the purpose of threshing, is also mentioned in Scripture. This was supported on low thick

wheels, bound with iron, which were rolled up and down on the sheaves to break them, and force out the corn. The Septuagint and St. Jerome, represent these carts as furnished with saws, "in-somuch that their surface was beset with teeth." The war chariot of Egypt, as well as that of the



Canaanites represented in existing paintings and sculpture, was a very light structure, consisting of a wooden frame-work, strengthened and adorned with metal and leather binding. The sides were

partly, and the back wholly open; it was so low, that a man could easily step into it from behind; and whether in war, or hunting, the rider always stood, though when wearied, he might lean on the side, or rest in the eastern fashion on his heels. The body of the car was not balanced on the axle, but hung considerably forward, so that the weight was thrown more upon the horses. Its lightness, however, prevented this from being very burdensome, and this mode of placing rendered the motion more easy to the rider, whose feet also rested on a floor of network of interlaced thongs, the elasticity of which answered the purpose of modern springs. Two low spoked wheels supported the chariot, and two horses are commonly represented as drawing it, adorned with rich trappings, and bearing on their heads plumes of feathers. It ordinarily contained two persons, one of whom acted as the warrior, the other as the charioteer; though in some of the paintings of triumphal marches and battles, the Pharaoh alone is represented in his car, the reins tied round his waist. In others, the chariot warriors are represented as fighting on foot, while the heads of those they have slain are

fixed in different parts of the car; and sometimes captives are represented as being dragged along behind the chariot of the conqueror.

Subsequently to this time, chariots were used principally for war purposes, and the Hebrew kings are said to have procured both chariots and horses from Egypt, great attention being paid to the breeding of the latter in that country. David, after his great victory over Hadadezer, reserved horses for a hundred of the chariots which had belonged to the enemy, 2 Sam. viii. 4; and his son Solomon went on multiplying horses, which was forbidden by the law of Moses, till he had 1,400, and 12,000 horsemen; and this intercourse with foreigners is alluded to by Isaiah, when he says, "Woe unto them that go down into Egypt for help, and stay on horses, and put their trust in chariots." Isa. xxxi. 1—3. The Egyptians had a valuable breed of horses much prized in other countries; they were exclusively used for war and for luxury, never being employed in any kind of agricultural labour, and it seems to have been an object of ambition with the Egyptian monarchs to keep them in vast numbers. Diodorus Siculus

mentions, that the kings before Sesostris had a hundred stables, each for 200 horses, on the banks of the Nile, between Thebes and Memphis.

Josephus reckons the number of Solomon's horses as 20,000; and he says that they were the most beautiful in appearance and the most remarkable for their swiftness that could anywhere be seen, and the riders were quite worthy of their horses, being young men of tall stature, and in the flower and beauty of their age. Their undress was of Tyrian purple, and their long hair, which hung in loose tresses, glittered with the gold dust wherewith they daily sprinkled their heads. But when they attended the king they were in full armour, and had their bows ready strung. "Often," he adds, "in the fine season, the king rode down to his beautiful gardens at Etham, six miles from Jerusalem, attended by these young men. On such occasions he rode loftily in his chariot, arrayed in white robes." But we have a better description of these excursions from the pen of Solomon himself, in Canticles iii. 6—11, where he is described as approaching in a splendid palanquin or litter, surrounded by threescore valiant men.

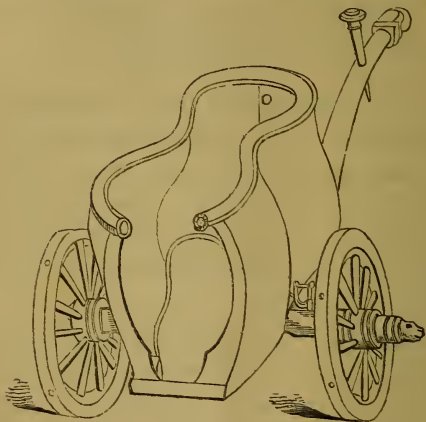
The chorus of virgins dwells upon the subject of the litter with great admiration:—

“ King Solomon hath made for himself
This couch of the wood of Lebanon ;
Its pillars hath he made of silver,
Its bases of gold, its cushions of purple ,
The middle of it is spread with love
By the daughters of Jerusalem.”

The last two lines indicate that the bottom of the litter was spread with cushions, ornamented with flowers wrought in the most elegant manner by the daughters of Jerusalem. From the mention of the pillars it appears to have had a canopy or covering, as is still usually the case in Eastern countries.

The Biga, which is the Latin name for a chariot drawn by a pair of horses, or of other animals, is one of the most ancient kinds of conveyance. When a third horse was added, it was called Triga, and by the same analogy a chariot and four was called Quadriga. Pliny mentions one drawn by six horses, the largest number usual under the Emperors; but Suetonius speaks of one which Nero drove at the Olympic games, drawn by ten

horses.* The name Biga was applied more to a chariot used in the circus, or in processions or triumphs, and on other public occasions, than to the common chariots and cars of every day life, which they resembled in form; the vehicle being



a rather short carriage on two wheels, open above, and behind, and in it the driver usually stood, to guide the horses, which were fastened abreast to

* The horses were attached to these chariots by a yoke and pole, and if a third or more was added, they were fastened by traces.

it. When intended for war chariots the wheels were made stronger, and after each excursion were taken off the chariot, which was laid on a shelf or reared against a wall; and whenever it was wanted for use, the wheels were replaced.

The Persepolitan sculptures and the innumerable paintings discovered in Egyptian tombs, concur with the historical writings of the Old Testament, and with the testimony of other ancient authors, in showing how commonly chariots were employed on the field of battle by the Egyptians, the Persians, and other Asiatic nations. The Greek poetry of the Heroic ages proves with equal certainty the early prevalence of the same custom in Greece. They conveyed two persons standing, not sitting, and were exceedingly light. As a proof of this, in the *Iliad*, Diomedes, in his nocturnal visit to the camp of the enemy, deliberates whether to draw away the splendid chariot of Rhesus by the pole, or to carry it off on his shoulder. Their light and simple construction is also proved by Virgil, when he represents them as suspended, with all kinds of armour, on the entrance to the temple of the Laurentian Picus. In the games,

the form of the chariot was the same, except that it was more elegantly decorated. But the highest style of ornament was reserved to be displayed in the *Quadrigæ*, in which the Roman generals and emperors rode when they triumphed. The body of the car was cylindrical, as we often see it represented on medals. It was enriched with gold and ivory, and the utmost skill of the painter was



employed to enhance its beauty and splendour. More particularly, the extremities of the axles,

the pole, and the yoke, were highly wrought in the form of animals' heads. Wreaths of laurel were sometimes hung round it, and were also fixed to the heads of the four snow-white horses. The rider was elevated, so that he who triumphed might be the most conspicuous person in the procession, and for the same reason he was obliged to stand erect: a friend, more especially a son, was sometimes carried in the same chariot by his side; and when Germanicus celebrated his triumph, the car was "loaded," in addition to himself, with five of his children.

Chariots executed in *terra cotta*, in bronze, or in marble, were among the most beautiful ornaments of temples and other public edifices. In numerous instances they were designed to perpetuate the fame of those who had conquered in the chariot race. No pains were spared in their decoration, and as an emblem of victory, the quadriga was sometimes adopted by the Romans to grace the triumphal arch, by being placed on its summit; and even in the private houses of great families, chariots were displayed as the indications of rank, or the memorials of conquest and of triumph.

The earliest representations of the chariots of Greece may be seen on the bas-reliefs amongst the Elgin marbles. They were the product of the time when Pericles held sway over Athens, nearly five hundred years before Christ; and the records, left on the stone tablets adorning the walls of the temples erected by him, are among the oldest handed down to us.

The Romans used carriages of different kinds and under different names. The *Arcera* was a covered carriage or litter, spread with cloths, and used in ancient times to carry the aged and infirm; its name is supposed to be derived from its resemblance to the shape of an *arca*, or chest. To this succeeded the *Lectica*, a kind of couch or litter, in which persons in a lying position were carried from one place to another.

One employed for conveying the dead was used among the Greeks and Romans from very early periods, and in the beauty and costliness of ornament, varied according to the rank and fortune of the deceased.

We also read that generals in their camps, when they had received severe wounds, were carried on

a lectica from place to place. The lectica used by the early Greeks, and which was introduced by them from Asia, was more an article of luxury than anything to supply an actual want. It consisted of a bed or mattress to support the head, placed upon a kind of bedstead or couch, having a roof, consisting of the skin of an ox, extending over the couch and resting on four posts. The sides were hung with curtains; and it appears to have been chiefly used by women, or by men in ill health. If a man without such cause was seen to use a lectica, he drew upon himself the censure of his countrymen, as a person of effeminate character. But in the time subsequent to the Macedonian conquests in Asia, the lectica was not only more generally used in Greece, but was also more magnificently adorned. When this kind of lectica was first introduced into Rome, it was chiefly used in travelling; and during the time of the empire, curtains not being thought a sufficient protection, the sides were closed by windows made of "transparent stones," or mica. The whole lectica was of an oblong form, and the person conveyed in it lay on a bed, and the head was supported on a pillow,

so that the occupier could write or read at ease. Feather beds were very common, and the framework as well as other appurtenances was of the most costly description.

When standing, the lectica rested on four wooden feet, and it was carried by from two to eight slaves, by means of poles. Wealthy Romans kept slaves solely for this purpose, and they were generally selected from the tallest, strongest, and handsomest men, and were always well dressed. In the time of Martial it seems to have been customary for them to be clad in rich red liveries, one preceding the lectica, in order to clear the way.

The love of this, as well as of other kinds of luxury, increased so rapidly, that Julius Cæsar thought it necessary to restrain the use of this mode of conveyance to persons of a certain age, and also to peculiar days in the year. In the reign of Claudius, we find that the privilege of using a lectica in the city was a distinction only granted by the emperor to his favourites; but what until then had been a privilege, soon became a right gradually assumed by all, and every wealthy

Roman kept one or more, with the necessary number of *lecticarii* or bearers; and enterprising individuals gradually formed public companies, which had their stands where such conveyances could be hired.

The great men of Rome were carried to the funeral pile on beds of state; and not only was there the bed on which the deceased lay, but many others were carried in the procession, adorned with garlands and crowns of flowers, and containing the images of the ancestors of the deceased. These processions stopped at the place of the *rostra*, where a funeral oration was delivered in honor of the deceased.

The Egyptian biers for the dead were very similar, and such may have been in use among the Jews. King David is represented as following the bier of Abner, and pronouncing over him a kind of funeral oration, which may be taken as something analogous to the custom of the Romans on similar occasions. Josephus tells us that Herod was carried to his sepulchre on a bier of gold, enriched with precious stones, upon which the body lay on a purple bed, and was covered with

a purple counterpane or pall. The corpse had a crown on his head and a sceptre in his right hand. The bier was surrounded by Herod's sons and kinsmen, after whom came his guards and foreign troops accoutred as if for war, followed by five hundred domestic servants and freedmen, with sweet spices in their hands. The bier was preceded by the whole of Herod's army.

The common people were conveyed on biers such as are still used in the East, and which are little other than handbarrows.

The name *Lectica*, or rather the diminutive *Lecticula*, was also applied sometimes to a kind of sofa, which was not moved out of the house, and on which the Romans reclined for the purpose of reading and writing; for the ancients, when writing, seldom sat at table as we do, but generally reclined on a couch; in this posture they raised one knee, and upon it they placed the parchment or tablet upon which they wrote.

The invention of the *Carpentum* followed that of the *lectica*, the form of which may be seen on antique coins, where it is represented as a two-wheeled car, with an arched covering, containing

seats for two or three persons besides the coachman, and drawn by a pair of mules, more rarely by oxen or horses, though sometimes by four of the latter. It was principally used by the Roman matrons in the public festival processions, by magistrates, and by men of luxurious habits, or those who had a passion for drinking. The pri-



vilege of riding in a carpentum was so high a distinction, that it was granted only by a special decree of the senate. When the favour was permitted to Agrippina, a medal was struck to

commemorate the event, representing the carriage, which is richly adorned, having painting and carving on the panels, and the head supported at the four corners by caryatides. When Claudius celebrated his triumph at Rome, he was followed by his empress Messalina in her *carpentum*, and when Caligula instituted games and other solemnities in honour of his deceased mother Agrippina, her *carpentum* went in the procession. This practice of sending carriages to a funeral, so similar to our own, is evidently alluded to in an alto-relievo, which is preserved in the British Museum. It has been taken from a sarcophagus, and exhibits a close *carpentum* drawn by four horses. Mercury, the conductor of ghosts to hades, appears on the front, and Castor and Pollux on the panels.

Carpenta, or covered carts, were much used by our ancestors, the Britons, and by the Gauls, the Cimbri, the Allobroges, and other northern nations. These, together with the carts of the more common form, including baggage wagons, appear to have been comprehended under the term *Carri* or *Carra*, which is the Celtic name with a Latin termination.

The Gauls and Helvetii took a great multitude of them on their military expeditions ; and when they were encamped, arranged them in close order, so as to form extensive lines of circumvallation.

The common travelling carriage of the Romans was the Rheda, with four wheels, and it was frequently made large enough not only to contain many persons, but also baggage, and utensils of various kinds. The Carruca, a carriage, the name of which only occurs under the Emperors, appears to have been a kind of rheda ; it had four wheels, and was used in travelling. Nero is said never to have travelled with less than a thousand carrucæ. Like the carpenta, they were sometimes used by persons of distinction, in which case they appear to have been covered with plates of bronze, silver, and even gold, which were sometimes ornamented with embossed work. Martial speaks of one of these conveyances which cost the value of a farm. After these, covered carriages of various kinds were used as appendages of Roman pomp and grandeur, until the manner of thinking which prevailed under the feudal system banished them for a time, with other appendages of luxury.

CHAPTER II.

As soon as man began to find the value of the horse as a beast of burden, he naturally studied the best modes of attaching the burden to the animal, and considering himself as the most important, the saddle and stirrup were soon adopted. Among the Greeks and Romans, saddles of various kinds were used, but it was considered more manly to ride without their aid ; and Xenophon reproaches the Persians for their effeminacy in placing more clothes on the backs of their horses than on their beds, and in studying to sit easily, more than to ride skilfully. It is most probable, however, that these coverings came more under the name of horse-cloths than of saddles, for Beckman tells us, that “ saddles, properly so called, were an invention of the middle of the fourteenth century, although,

for many ages previous, the horse-cloths assumed more or less the form and purpose of saddles." That something rather ponderous was meant, when the word saddle or *sella* was used, may be inferred from an order of the Emperor Theodosius in 385, by which those who wished to ride post horses, were forbidden to use saddles that weighed more than 60lbs.; if a saddle heavier than this were found, it was cut to pieces. In the fifth century, saddles were decorated with such magnificence, that the Emperor Leo the First issued a prohibition decreeing that no one should ornament them with gold and precious stones, and in the following century, there was an order from the Emperor Mauritius, requiring that the saddles of the cavalry should have large coverings of rich fur.

That something like saddles were in use among the Greeks, may be gathered from a passage in Arrian, where he says that saddles were not in use among the Indians, and that they had no bridles made after the fashion of the Greeks and Celts; but instead of them, they governed and guided their horses with a thong or strap cut from the raw hide of a bull. "Whether," says a writer

in the Saturday Magazine, "Beckman's suggestion respecting the date of saddles be correct or not, it is very certain that they were by no means common at that period. It is said, that when Richard II. went to Ireland in 1399, to chastise MacMurrough for assuming the title of King of Ireland, MacMurrough descended from a neighbouring mountain on a horse without a saddle." The introduction of stirrups was certainly much later than that of the coverlet. The ancient coins which contain representations of men on horseback, rarely give any indication of the use of stirrups; indeed the customs prevalent among the Romans required that young and skilful riders should be able to vault on horseback without any assistance, although it was a point of dignity among the high and wealthy to keep servants ready to assist them in mounting, or to furnish them with footstools for the purpose. In the "dark ages," the vanquished was thus often made to serve as a footstool for the victor.

The ancient nations were fond of ornamenting their more spirited riding animals, whether camels or horses, with gold; and at present in Persia, a

golden bridle, and a golden chain to hang over the horse's nose, form part of the furniture of the horse, which, with a dress of honour, kings and



princes send as a present of state to ambassadors, and other persons of high distinction. In Turkey and Egypt chains of gold are also used, on state occasions, by persons of high official station in

their horse furniture, connecting the bridle with the breast-plate of the animal.

As a further piece of display, it is customary for the King of Persia and other great personages to have several men to run on foot beside them, as they ride on horseback, a practice before alluded to in our notice of Egyptian chariots, and this they do even when the rider puts his horse to a gallop. The men are trained to their business from boyhood; and the feats they are able to perform, would scarcely be considered credible in this country. They are called *shatirs*. Chardin mentions a candidate for the place of shatir to the king, who accomplished about 120 miles by fourteen hours' uninterrupted running, and who was rather censured for not having done it in twelve hours. Chardin himself followed him on horseback in his seventh course, when the heat of the day had obliged him somewhat to relax his pace, and the traveller could only follow him by keeping his horse on the gallop. It is astonishing to observe the extreme ease with which the men appear to attend their master's horse in all its paces, even the most rapid; and as a general rule,

it is understood that an accomplished footman ought to remain untired as long, or longer, than the horse ridden by his master.

“The most attractive shops in Tunis,” says Captain Kennedy, “are those of the saddlers, for the sole remnant of the ancient splendour of the Tunisian court is the continued use of magnificently embroidered horse accoutrements. The saddle is a coarse wooden frame, with a high pommel and a cantle formed like the back of a chair, over which is placed a padded covering, decorated according to the means and taste of the owner. Those belonging to the officers of the court or to wealthy individuals are very handsome, made of the richest velvet, of some dark colour, but little of the ground is seen through the mass of gold and silver embroidery worked upon it; the breast-plate, four fingers wide, is often covered with embossed plates of silver; the bridle, with square blinkers, is as splendidly embroidered as the saddle; and the massive stirrups are gilt or plated, as gold or silver predominates in the work. A handsome set of saddlery will cost 1,200 piastres, or 40%, but as much as 10,000 piastres have been given.

These splendid coverings are only used on grand occasions, being replaced for a journey by others of leather, often prettily worked in coloured silks, while the former, folded up, are easily carried in the baggage, and the change can be made in a few minutes.

A very interesting and prominent part of Oriental usages, consists in the different forms of travelling and migration, in which little alteration seems to have taken place since the most early times, the usages of which are briefly indicated in the book of Genesis. It is impossible for one who is acquainted with the Bible, to witness the migration of a nomad tribe, whether Arabian or Tartar, without being forcibly reminded of the journeys of Jacob when he left his father-in-law, Laban, and the various removals of his father and grandfather. The degree of change probably extends little further than to the more warlike character which the tribes now assume in their journeys, arising from the increase of population and from the extension of the aggressive principle among the children of the deserts. In a quarter of the time in which it would take a poor family

in England to get the furniture of a single room ready for removal, the tents of a large encampment will have been struck, and, together with all the movables and provisions, packed away upon the backs of camels, mules, or asses; and the whole party will be on its way, leaving, to use an expression of their own, not a halter or a rag behind.

The order of march, in the removal of a pastoral tribe or family, seems to be just the same as that which may be traced in the thirty-second and thirty-third chapters of Genesis. When the number of animals is considerable they are kept in separate flocks and droves, under the charge of shepherds or herdsmen, or of the young men and women of the tribe, who hurry actively about, often assisted by dogs, to restrain the larger and more lively animals from straying too far. The very young or newly born lambs and kids, are carried either under the arms of the young people, or in baskets or panniers thrown across the backs of camels.

The sheep and goats generally lead the van, and are followed by the camels, and perhaps asses, laden, more or less, with the property of the

community. The laden beasts are usually followed by the elderly men, the women and children, who are mostly on foot, in the ordinary migrations with the flocks; which must be carefully distinguished from a caravan journey, or a predatory excursion across the deserts. The very young children are carried on the backs or in the arms of their mothers, who in general are on foot, but are sometimes mounted with their infants on the spare or lightly laden beasts. The sick and very aged are similarly mounted; and the children old enough to take some care of themselves, but not to go on foot, or perhaps to speak, are either carried on the backs of the young men and women, or are set upon the top of the baggage on the beasts of burden, and left there to shift for themselves, and the little creatures cling to their seats, seldom requiring or receiving much attention. The middle-aged men, well armed and ready for action, march steadily along by the flanks of the column, controlling and directing its general progress: while the younger people attend to the details. The chief himself brings up the rear, accompanied by the principal persons of his party.

However the rest may be circumstanced, he is generally on horseback. Sometimes when the tribe is wealthy, a great proportion of the troop may be mounted in some way or other; and the men, armed with lances, ride about to bring up the march of the cattle; but as a general thing, we may say, that the mass of people perform such migrations on foot. A day's stage with numerous flocks and herds, is necessarily short and the pace easy, and must not be confounded with a day's journey by the caravan. It would seem as if most of Jacob's people went on foot. It is only said that he set his wives and children upon camels.

The earliest caravan of merchants of which we read, is the itinerant company to whom Joseph was sold by his brethren, Gen. xxxvii. "Here," says Dr. Vincent, "upon opening the oldest history in the world, we find the Ishmaelites from Gilead conducting a caravan loaded with the spices of India, the balsam and myrrh of Hadramant, and in the regular course of their traffic proceeding to Egypt for a market. The date of this transaction is more than seventeen centuries before the Chris-

tian era, and notwithstanding its antiquity, it has all the genuine features of a caravan crossing the desert at the present hour."

The name Caravan is one given to a body of merchants or pilgrims as they travel in the East. A multitude of all ages and conditions assembling to undertake a journey, and prosecuting it in a body for days and weeks, is a circumstance unknown in Europe, where, from the facilities for travelling, and a well-organized system of police, travellers can proceed alone and unprotected along the highways to any distance, with the most perfect security. But troops of people on march, are a common spectacle along the roads of Eastern countries; and indeed the nature of the countries in many places, points out the only practicable way of travelling to be in large caravans. The dangers that arise from the vast deserts that intersect these regions, as well as from wild beasts and bands of marauding Arabs, are too numerous and imminent to be encountered by single traders, or solitary travellers; and hence merchants, and pilgrims, are accustomed to unite for mutual protection in traversing these wild and inhospitable parts, as

well as for offering a more effectual resistance to the attacks of robbers. Through this kind of intercourse, which is principally employed in Turkey, Persia and Arabia, most of the inland commerce of the East is carried on ; and certainly, of all the various modes in which the commodities of one country are conveyed to another, it is the cheapest and the most expeditious, as the possession of the camel affords facilities for journeying over barren and sandy regions, which would be inaccessible to wheel carriages, and the difficulties and privations attendant on which, no beast of burden, save this invaluable creature, could endure.

The company composing a caravan is often very numerous, consisting, it may be, of several hundred persons, and as many thousand camels ; and, as may be supposed, the assembling of so many individuals, together with the ordinary distribution of their respective bales of merchandise, is an affair requiring both time and the most careful attention ; and the rendezvous, where the caravan is to be formed, exhibits, as the camels and their owners arrive, a motley group, and a busy and tumultuous scene of prepara-

tion, which can be more easily conceived than described.

As during the hot season the travelling is performed by night, the previous part of the day on which the caravan leaves, is consumed in the preparatory labours of packing, and about 8 o'clock, the usual starting time, the whole party put themselves in motion, and continue their journey until midnight or later, without interruption. At other seasons they travel all day, only halting for rest and refreshment during the heat of noon. The distances are measured by a day's journey, and from seven to eight hours seems to have been a usual day's journey for caravans; so that, estimating the slow and unwieldy gait of a camel at $2\frac{1}{2}$ miles an hour, the average rate of travel will be from 17 to 20 miles per day.

In the journey of Ezra, (Ezra viii.) it is said that "they rested by a river, and there abode in tents three days." This is still the general custom in Western Asia with large caravans; the rendezvous is appointed at a short distance from the town, and necessarily, near a stream, lake, or well, for the convenience of water. To this place,

the persons who purpose to be of the party resort with their cattle, baggage, and merchandise, (if they have any;) and here they remain till the necessary arrangements have been finally completed. Many days must sometimes elapse before the caravan actually proceeds on its journey, for besides time necessarily required in completing the ordinary arrangements for a long and arduous journey, delay is often occasioned by information received concerning the appearance or movements of robbers, or tribes expected to be hostile, or in negotiations with certain tribes to obtain protection from them, or exemption from their hostility. The greater the party, the longer is usually the delay; but so general is the application of this principle, that even small parties of travellers, without any real cause for delay, seldom go but a short distance from the town on the first day, as if for a start, and consider that they really begin their journey when they depart from this place on the following day.

The pilgrim caravans, which journey to Mecca, Jerusalem, and other places accounted holy, proceed in the manner we have mentioned, and are

exposed to the same dangers which Ezra apprehended. The great caravan from Egypt to Mecca, remains encamped several days at Birket-el-Hadj (Lake of the Pilgrims), about eleven miles from Cairo, before its final departure. The tents which they pitch at the rendezvous, are the same which they purpose to carry with them; for during the journey they encamp daily at their resting places, as there are either no towns or buildings on the road, or none that can afford adequate accommodation. Sir Robert Ker Porter, speaking of one of these pilgrimages, says: "The whole valley was covered with the tents of the pilgrims, whose several encampments, according to their towns or districts, were placed a little apart, each under its own especial standard. Their cattle were grazing about, and the people who attended them, in their primitive Eastern garbs. Women appeared carrying water from the brooks, and children were sporting at the tent doors. Towards evening, this pious multitude, to the number of 1,100 at least, began their evening orisons, literally shouting their prayers, while the singing of the hymns responded by the echoes was almost deafening."

Four of the largest caravans start regularly every year: one from Cairo, consisting of Mahomedans from Barbary; a second from Damascus, conveying the Turks; a third from Babylon, for the accommodation of the Persians; and a fourth from Zibith at the mouth of the Red Sea, which is the rendezvous for those coming from Arabia and India.

The organization of the immense hordes which on such occasions assemble to undertake a distant expedition, strangers to each other, and unaccustomed to the strict discipline which is indispensable for their comfort and security during the march, though, as might be expected, a work of no small difficulty, is accomplished in the East with ease, by a few simple arrangements, which are the result of long experience. One obvious bond of union to the main body, when travelling by night and through extensive deserts, is the music of the Arab servants, who, by alternate songs in their national manner, beguile the tedium of the way; while the incessant jingling of innumerable bells fastened to the necks of the camels—a characteristic feature of an Oriental caravan—

enlivens the patient beasts, frightens animals of prey, and keeps the party together.

To meet all the exigencies of the journey, however, which would be an impracticable task without the establishment of some kind of order, and a prudent division of labour, the caravan is placed under the charge of a caravan bashé, the chief, who presides over all, and under whom there are five leading officers: one who regulates the march; a second, whose duties only commence at halting time; a third, who superintends the servants and cattle; a fourth, who takes charge of the baggage; a fifth, who acts as paymaster, &c.; and besides these, there are the officers of the military escort that always accompanies it.

One functionary of the highest importance remains to be noticed, the Hybeer or guide, whose services are indispensable in crossing the great deserts, such as that along the coast of the Red Sea, or on the western extremities of Africa.

He is commonly a person of influence belonging to some powerful tribe, whose valuable assistance on an emergency may by his means be obtained; and besides the important qualities of truth and

fidelity, he must possess an extensive and accurate acquaintance with the whole features of the land. The lives and property of all are in his power, and it is therefore absolutely indispensable that he understand the prognostics of the weather, the times and places where the terrible simoom or hot wind blows, and the tracts occupied by shifting sands. To this must be added a knowledge of the exact locality and qualities of the wells; the "oases" that afford the refreshments of shade for the men, and grass for the cattle; the situation of hostile or treacherous tribes, and the means of escaping these threatened dangers.

Pitts gives an interesting account of the Hadj caravan which he accompanied to Mecca. "The whole body travelling on camels, which were tied in trains four abreast, was divided into several large cottors or companies, each of which had its name, and was headed by the officer, carried in a kind of litter between two camels. A sumpter camel laden with the treasure, walked by the side of the litter, having two bells hanging on each side, which could be heard at a great distance. Others of the camels had bells, somewhat resem-

bling our house bells, put about their necks, which, joined to the singing of the Arab attendants who travel on foot, made a pleasing music which beguiled the way."

As the caravans travel principally by night, they employ lights which are carried on the tops of high poles. These are somewhat like iron stoves, into which short dry wood is put, with which some of the camels are loaded; it is conveyed in sacks, which have a hole near the bottom, whence the servants take it out, as they see the fire needs replenishing. Every cottor has one of these poles belonging to it, some of which have ten or twelve of these lights on their tops, others more or less. They are likewise different in form as well as number, so that each company is known by its lights, which are carried in front and set up in the place where the caravan is to pitch. They are also carried by day not lighted; but yet, by the shape and number of the lights, the pilgrims are directed to what company they belong, as soldiers are by their colours; and without such directions, it would be impossible to avoid confusion among such a vast number of people.

Eastern monarchs, whenever they entered upon an expedition, or took a journey, especially through desert and unpractised countries, sent harbingers before them to prepare all things for their passage, and pioneers to open the passes, to level the ways, and to remove all impediments. Such things were done in military marches, as appears from the account given by Diodorus Siculus of the march of Semiramis; and in like manner, when the Great Mogul made his royal progresses, a very large body of men was sent on before, to prepare for the imperial cavalcade a way through the wilderness, by removing every obstruction, and creating every facility which their numbers rendered possible. A beautiful allusion to this Oriental custom is contained in the third verse of the fortieth chapter of Isaiah: "Prepare ye the way of the Lord, make straight in the desert a highway for our God."

Amongst the Nagay Tartars in the Crimea, Bishop Heber speaks of having seen a great many camels and buffaloes; several of the former were drawing wheeled carts, a service for which they are certainly not so well adapted as for bearing

burthens; "and although," the Bishop adds, "a chariot of camels is mentioned by Isaiah, I do not remember having heard of such a practice elsewhere."

Although the route by the Cape has in a great measure superseded that by Alexandria, the commercial intercourse carried on by means of the camel between opposite confines of the African and Asiatic deserts, is still sufficiently extensive to make the importance of that animal very considerable; so that even now, as ages and ages since, the riches of an individual are estimated by the number of camels he may possess; and he still uses his camels either in war, or for the transport of merchandise, or for the purpose of selling them.

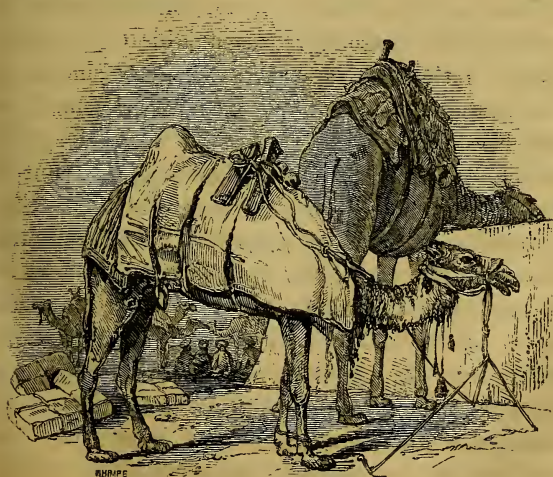
The trading caravans which travel in the steppes of New Russia, to and from the Black Sea, sometimes consist of from three to four hundred wagons drawn by oxen; these are encamped night and day in the open air, and during the former, when their fires are lighted for the purpose of heating the millet-porridge, the unfailing national dish, the encampment presents a striking spectacle. They start at sunrise, as soon as the cock crows,

who is an invariable occupant of the first wagon, serving at the same time as clock and weather prophet.

The vanjarrahs, or travelling merchants of India, who do not belong to any particular country, living in tents, and uniting together for mutual comfort and safety in the transport of their merchandise, travel with their wives and children quite in the patriarchal style. They seem a happy set of people, "particularly," says Mr. Forbes, "at their meals. A hundred fires are often blazing together in their camp, where the women prepare curry-pilaw, or some savoury dish to eat with the rice, and dholl, which constitutes their principal food." They travel from interior towns to the sea coast with caravans of oxen, sometimes consisting of many thousands, laden with corn, oil, and manufactured goods of cotton and silk, returning with raw cotton, spices, woollen cloths, iron, copper, and other articles imported from Europe and distant parts of Asia. The greatest number are loaded with salt, which finds a ready sale in every habitable spot from the sea to the summit of the Ghaut mountains.

Some of these merchants travel from 1,500 to 2,000 miles during the fair season; and as they make but one journey, they contrive to give it every possible advantage by giving each bullock a double load. To effect this, they move on one stage with their laden oxen, wives and children, and fixing on a shady spot, unload their cattle, leave the merchandise under the care of a guard, and driving back the oxen, reload them with a second burden, which is brought forward and deposited in their tents. The cattle having rested, move on to the next station with the first packages; returning empty, they proceed again with the second load, and thus continue their trading throughout the whole fair season. The vanjarrahs are protected by all governments, pay the stated duties at the frontier passes, and are never molested. For further security, a bhaut generally accompanies the caravan, one of a caste so feared and respected by all the Hindoo tribes, that an old woman of that description is a sufficient protection for a whole caravan. If plundered or ill treated, without reparation being made, either the protecting bhaut, or one of the tribe, sheds his blood in pre-

sence of the aggressors, a dreadful deed supposed to be always followed by Divine vengeance. The vanjarrahs are also followed by conjurors, astrologers, jugglers, musicians, dancing bears, snake-charmers, dancing snakes, monkeys, and various modes of entertainment, the followers of which gain a livelihood by what they get in the camp, or receive in the towns and villages through which they pass.



CHAPTER III.

THE portable couches, litters, or palanquins, in which great personages are at this day carried about in the East, appear to be very similar to the conveyance described by king Solomon, to which we have already alluded. They are very various in their character and mode of use; but in general terms they may be described as couches covered with a canopy, supported by pillars at the four corners, and hung round with curtains to protect the person from the sun, and are carried upon men's shoulders, by means of two poles, on which they are supported. They are usually long enough for the rider to recline at full length in them, and are about three feet broad; but the size, weight, and richness, depend of course on the

rank or wealth of the owner. The number of bearers is proportioned to the weight; and in travelling, there are two or more sets, which relieve each other by turns.

When, however, litters of this description are employed in Western Asia they are seldom carried by men, but by two animals (usually camels or mules), one of which goes before and the other behind, between the poles. There is another kind of canopied litter, mounted on the back of a single animal, (an elephant, in India,) on which great persons ride in state, and which, from its elevation and splendour, is seen from afar. Vehicles of this description, particularly royal ones, are sometimes of astonishing magnificence, the woodwork being covered with silver, and enriched with precious stones, while the canopy is of the most costly stuffs, brocade, and satins, also adorned with jewels, and the interior fitting up of corresponding splendour.

In Arabia, or in the countries where Arabian usages prevail, two camels are usually employed to bear the litter, and sometimes two horses. When borne by camels, the head of the hindmost

of the animals is bent painfully down under the vehicle, which is a most comfortable kind of conveyance for two persons.

Another kind of palanquin is a camel litter, resembling the Indian howdah, by which name it is sometimes called. It is composed of a small square platform with a canopy or arched covering, accommodates but one person, and is placed upon the back of a camel resting on two square camel chests, one on each side of the animal. It is very evident that the litters employed by the Hebrews were similar to those now employed in Palestine and the neighbouring countries, where there are still the same circumstances of climate, the same domestic animals, and essentially the same habits of life as during the Biblical period.

A machine called a Musetta is also used in Arabia to transport the women and children on the backs of camels. This consists of two litters of woodwork, about thirty inches wide and five feet long. On each is laid a very thick quilt, folded so as to form a kind of mattress, to which are added two large pillows. These cribs are strongly fastened together, so as to rest on each

side of a large and powerful camel. Four poles, rising about four feet high, support a framework of wood, on which is stretched a square tent of double calico with openings all round. This



The Musetta.

linen awning affords a good shelter from the sun, and the occupants can sit up or lie down, just as they please. Such a contrivance might be supposed to contribute much to the ease of the

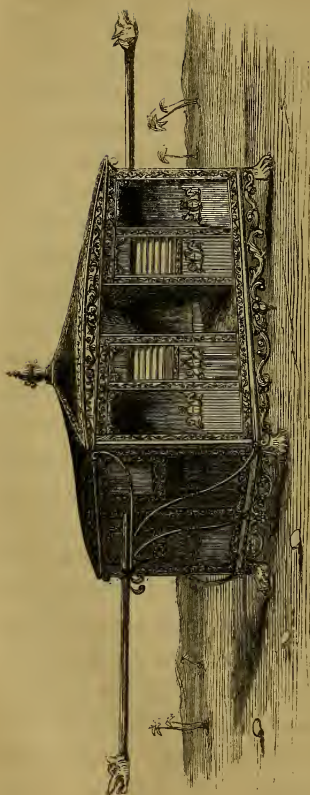
traveller, but the motion is so great as to render it by no means comfortable.

The natives of the torrid zone are not fond of exercise; walking is by no means considered as a pleasing recreation; they like to ride a good horse with very gentle paces, or to take the air in a hackree, a sort of chariot drawn by white oxen. This is in form of a conical dome supported by four pillars covered with broad cloth, and with curtains in front and on each side, to open or close at pleasure, and is seldom hung on springs. Officers of government and men of rank are carried in a palanquin, or more properly a palkee, which is a frame, or shell, about six feet long and half as broad, fixed to a long bamboo, forming a bold curve in the centre, which then rises about four feet from the frame. Over the bamboo is spread a canopy of cloth or velvet, the length of the frame, adorned with fringes and tassels of gold, silver, or silk; and the frame contains a bed and pillows covered with silk, and so disposed that you may either sit or recline at pleasure. The palkee is borne by four men, who with relays travel at a great rate.

“I have,” says Forbes, the celebrated Oriental

traveller, "for nine months constantly had my palanquin in use, not only travelling in it by day but sleeping in it at night, with the pendal or curtain dropped round it, either in or out of a tent, or under a banyan-tree, as weather permitted."

"In one of my strolls through Delhi," says Major Skinner, "I was nearly swept away by the crowd caused by the progress of some important personage travelling in state. He was quietly reposing in a shining yellow palanquin, tricked out with gold moulding in every possible direction. He was preceded by a large retinue of strange looking beings, mounted on horses and dromedaries, and dressed in the most fantastic style. The animals were covered with scarlet housings, bound by gold lace, their bridles studded with shells; round their necks were collars of gold or silver, with little drops hanging to them, that kept time most admirably with their jogging measure; the camels were likewise adorned with bells. Then followed a mass of servants on foot, some naked, and some with their limbs bare and bodies covered. They carried sheathed swords in their hands, and shouted out the titles of their lord at frequent intervals in their progress through the city



Palanquin, Rajah of Travancore.

They were followed by the stud, each horse beautifully caparisoned and led by a groom; then came the elephants, with their showy trappings, gilt howdahs, and umbrellas of gold or silver tissue. The palanquin bearing the owner at length appeared, and was followed by a guard similar to the one that preceded him, some stentorian voice constantly roaring out a string of high sounding titles, generally ending with the imposing one of ‘Commander of ten thousand horse!’”

“Lolling in a

palanquin," continues the traveller, " may be thought in the west a mighty fine thing, but to me it is the most uncomfortable mode of moving possible. It is very true you are able to lie down; but, alas! you cannot get up again, and the jumping of the machine might lull you to sleep, if the grunting of the bearers did not keep you awake. Every two hours or so, if you are sufficiently practised in the conveyance to sleep, you are roused by the application for 'buxees' from the bearers, who are about to be relieved. The new ones, too, generally thrust a piece of paper into your face to learn whether you are the identical person for whom they are ordered, and whose name is written upon the scroll they hold. On entering a town, the bearers vary the usual grunt with which they enliven the way, by extolling the character of the person they are carrying, in true Eastern hyperbole, such as—' Make way for a great man!'—' A mighty prince!'—' The poor man's friend!'—' The lion of war!' &c."

The bearers who carry baggage for the traveller across the mountains are a singular set of people, and very difficult to manage. The weight they

usually carry is from fifty to sixty lbs.; some can bear as much as eighty. The burden is supported on the back, and kept on by a strap passing over the points of the shoulders, nothing crossing the breast. It never falls lower than the hips, but it frequently rises two to three feet above the head, never extending beyond the shoulders, for the paths are barely wide enough for the men to pass, and the smallest projection, by coming in contact with a pointed rock, or even a tuft of heather, may precipitate the bearer and his load to the bottom of some fathomless precipice.

Fearful were some of the passes through which Major Skinner had to scramble in his progress over the Himalayan mountains attended by sixty bearers, loaded with his tents and baggage; passing over slight bridges made of rope of a hundred yards in length, and scaling precipice after precipice by means of ladders fastened with ropes of grass. Where two projecting parts were too far asunder to allow of their being taken at a step, branches of trees were thrown across, making so doubtful a footing that it was impossible to pause on the spring.

It seemed to be the intention of the artisans of

Suchi—for to their ingenuity the travellers were indebted for the means of passage—to afford them as much variety as possible: to assist them to slide down the faces of the rocks up which they had climbed by means of rude steps placed at immense intervals, a channel was formed between two trees, in the middle of which the party placed themselves and slipped with the suddenness of a sledge to the bottom. The bearers, trembling at the hazard of carrying their burdens over such difficulties, frequently sat in despair at the bottom of an overhanging rock, exclaiming, “We shall be killed!” “We are dying!” and only by bribes, threats, and pretended ridicule, were they at all induced to attempt the passes. No accident, however, occurred, these men being peculiarly sure-footed, and the party reached their destination in safety.

There is a striking contrast between the patient mode of proceeding among the natives of India and the pace at which the Europeans proceed on their journeys. A line of hackeries (bullock carriages) is described by a recent traveller as proceeding to the fair at Hurdwar with all the solemnity of a funeral procession. In front of

the line of bullock carriages were two formidable-looking machines in the shape of a bee-hive,



Indian Hackeree.

covered with scarlet cloth, having curtains in front, and each drawn by two fine bullocks.

These conveyances were crammed with women. When the rainy season, as in this case, destroys all appearance of the very narrow roads of the country, it seems to be the plan for the first cart that passes after it, to fix the track for all the others; and most scrupulously do they adhere to the ruts that have been laid down as a guide. If an accident happens to the foremost carriage, all those behind it patiently wait until the mischief is repaired, never attempting to pass on.

The Oriental monarchs still employ the elephant in their wars, but the practice is now more designed for show than utility. The most powerful princes have rarely more than 200 for these purposes, though a considerable number are kept for labour, and to transport the ladies of the court, who travel in large cages covered with foliage. In Tonquin, Siam, and Pegu, the king and chief nobility always ride upon elephants, and at festivals they are preceded and followed by a numerous retinue of these colossal animals, which are pompously adorned with pieces of shining metal, and covered with rich stuffs. Their trunks are ornamented with gold and silver rings, and their ears

and cheeks are painted; they are also decorated with garlands of the finest flowers, and a number of little bells announce their approach. The animals are said to delight in such gay trappings, and to be cheerful in proportion to the sumptuousness of their housings, and the number of their ornaments. The elephant is usefully employed in India as a means of crossing the deep rivers of that country. He does not, from the buoyancy of the greatest portion of his body, sink so deeply in the water as other animals, swimming swiftly and with less exertion; his services, therefore, are invaluable in crossing rivers; he is then loaded with luggage, independent of the number of men who cover his back, and even hold by his tail.

Forbes' Oriental Memoirs give an imposing account of the progress of an Asiatic army, attended on one occasion by at least 200,000 animals of various kinds. Exclusive of the horses of the cavalry and camp followers, the bazar alone required 20,000 bullocks to convey the commodities of the shop keepers, besides a number of small horses and asses. Many thousand camels were employed to carry the tents and baggage, and a

great number of elephants covered with caparisons of embroidered velvets and scarlet cloth, richly decorated with gold and silver fringe, were destined to carry the howdahs of the Indian prince, and his chief officers. These howdahs sometimes contained two to three small apartments under a dome supported by gilded pillars.

The skin of the elephants was generally of a dark grey, sometimes almost black; the faces were frequently painted with a variety of colours, and the abundance and splendour of the trappings added much to their consequence. The Mogul princes allowed five men and a boy to take care of each animal; one rode upon his neck to guide him, another sat near the tail, the rest supplied him with food and water, and took care of his personal comforts.

In September, 1825, the Rath, or Burmese imperial state carriage, was captured by the English at Tavoy, a sea-port in the Burmese empire, and was eventually brought to London, where it was exhibited at the Egyptian Hall. "The Burmese artists have produced in this magnificent vehicle," says the *Times* of the day, "a very formidable

rival to that gorgeous conveyance, the Lord Mayor's coach. It is not quite so heavy, nor quite so glassy as that moving monument of metropolitan magnificence; but it is not inferior to it in glitter and in gilding, and is far superior in the splendour of the gems and rubies which adorn it. It differs from the metropolitan carriage in having no seats in the interior, and no place for either sword-bearer, chaplain, or any other inferior officer. The reason of this is that whenever the 'golden monarch' vouchsafes to show himself to his subjects, who with true legitimate loyalty worship him as an emanation from the deity, he orders his throne to be removed into it, and sits thereon, the sole object of their awe and admiration." With this carriage were also captured the workmen who built it, and all their accounts. From these it appeared that it had been three years in building, that the gems were supplied from the king's treasury, or by contributions from the various states, and that the workmen were remunerated by the government. Independent of these items, the expenses were stated to have been 25,000 rupees (£3,125); the precious stones



Rath, or Burmese Carriage.

are not less in number than 20,000, and the value of the whole, a lac of rupees, (£12,500.)

The carriage is of a pagoda form, about fourteen feet in height and seven in width. The four wheels are of uniform height, and remarkable for the lightness and elegance of their construction. The massive pole of the hard wood, called in the East iron wood, was destined to be attached to elephants, by which the vehicle was intended to be drawn on all state occasions. On the fore part of the frame of the carriage, mounted in a kneeling position, on a silver pedestal, is the *tee*-bearer, a small carved image with a lofty golden wand in his hands, surmounted with a small *tee*: he is richly dressed in green velvet, the front laced with diamonds, with a triple belt round the body of sapphires and emeralds. In the front of his cap is a rich cluster of white sapphires, encircled with a double star of rubies and emeralds: the cap is likewise studded with the carbuncle, a stone little known to us, but held in high estimation by the ancients. The pagoda roofing, as well as that of the great imperial palace, and of the state barge, bears an exact resemblance to the chief sacred

temple at Shoemadro. The Burman sovereign, the king of Ava, with every eastern Buddish monarch, considers himself sacred, and claims to be worshipped in common with the deity itself; so that when enthroned in his palace, or journeying on warlike or pleasurable excursions in his carriage, he becomes an object of idolatry, and his word is absolute law. It is not to be doubted that the caparisons of the elephants would equal in splendour the richness of the carriage, but one only of these animals was captured, the caparisons for both are presumed to have escaped with the other animal. It may be conjectured that the necks of the ponderous animals bore their drivers, with small hooked spears to guide them, and that the whole cortège comprised all the great officers of state, priests and attendants male and female, besides the imperial body guard mounted on eighty white elephants.

A few years previous to the rupture which placed this vehicle in the possession of the British, the governor-general of India having heard that his Burmese majesty was rather "curious in his carriages," sent him one, but it failed in exciting

admiration,—he said it was not so handsome as his own. Its having lamps rather pleased, but he ridiculed other parts of it, especially that a portion so exposed to being soiled as the steps should be folded *and put up inside*. In the Burmese vehicles these merely hook on outside, and it is presumed were carried by an attendant: they are light, and elegantly formed of gilt metal with cane threads.

Similar state and splendour is still prevalent in India; as an instance of which, in November 1851, the Maharaja of Travancore assembled his court in its utmost magnificence to do honour to a most important occasion, that of the reception of an autograph letter from her Majesty Queen Victoria, conveying to his highness her Majesty's most gracious acceptance of a superb carved ivory chair or throne, which was exhibited by the Queen in the Great Exhibition. The whole scene presented a gorgeous and interesting display of the ceremony still observed on such occasions in eastern lands. Most sumptuous was the procession of state elephants covered with cloth of gold, bearing gilded and jewelled howdahs, while cameleopards, tamed tigers, and rhinoceri, as well as troops of the line

and cavalry, escorted the valued document the entire distance (two miles) from the British Residency to the Palace, and peals of artillery shook the old fort to its foundation as General Cullen placed the letter in the hands of the prince.

Mr. Sirr, in his amusing work *Ceylon and the Cingalese*, gives the following description of one of the conveyances dignified by the name of the "Royal Mail," which bore a faint resemblance to the lower half of an antiquated English stage coach, cutting off the upper half and detaching the doors. The seat for the driver is attached to the coach, so that his back and those of the passengers on the front seat touch. The roof is made of leather, painted white and varnished, lined with cotton and supported by four slender rods which shake with every jolt of the coach. In this roof leathern curtains are hung, which can be either drawn to protect the passenger from the sun or rain, or rolled up to admit a free passage. The roof projects over the driving seat, thus covering seven persons, the driver, and whoever may be seated at his side; and the housekeeper, who indiscriminately perches himself on the top of the

luggage, stands on the projecting iron step, or clings to any part of the vehicle most convenient to seize hold of. Picture this machine badly painted, lined with leather, filthily dirty, and worn into holes, from which the stuffing made from the cocoa-nut fibre starts forth. Put this on a carriage with four wheels of various colours, with two horses badly fed, and worse groomed, caparisoned with worn harness, the buckles and straps of which are replaced with fragments of coir rope, and you will have some very remote idea of the royal mails in the island of Ceylon."

The Gallefare, or Hyde Park of Colomba, however, presents at the fashionable hour of promenade vehicles of a much more imposing description. Every kind of conveyance is to be seen driving round, from the Long Acre built carriage of the governor, the dashing phaeton of the wealthy merchant, the unassuming gig, the country built palanquin, and the humble bandy. This last is a machine somewhat like a two-wheeled tilted cart, with a thatched semicircular hood, and a white cloth commonly hung up at either end to prevent inquisitive eyes from prying into the interior.

The conveyance is generally drawn by one or two oxen, though it not unfrequently happens in the Kandy district that the traveller's attention is arrested by a tame elephant harnessed to one of these roughly made carts, the driver walking quietly by the animal's side, unprovided with any means of enforcing his commands by severity, the ponderous brute obeying his keeper's voice with the docility of a well-trained child.

All the Sikh ladies ride on horseback like men, or are driven in a species of single horse carriage, with cloth hoods, drawn by one pony. "I observed," says Mr. Davis, "one carriage belonging no doubt to a Punjaubee 'swell,' which must of necessity have occasioned no little jealousy amongst his less wealthy rival whips. He drove a native curricule, with two well-formed and sleek bay horses, which trundled along in great style; though the harness was made of second-hand inch rope, and the collars of coarse sacking."

Mr. Davis describes two carriages belonging to one of the Indian rajahs, and used by him for the transport of his harem, as being about twelve feet long by nearly five broad, and at least six feet

high, having venetian blinds, but no springs. "If you were," he adds, "to meet them on a turnpike road, it is probable you would converse with the driver as to the nature of the wild animals conveyed in them. Being entirely destitute of springs, I should guess that their motion over the natural roads of the country must be productive of exercise more salutary than pleasant to the usually sedentary inmates of an eastern harem."

CHAPTER IV.

MUCH of the travelling in China is performed by means of the numerous rivers and canals by which it is intersected; when this is not practicable, tilted wagons and chairs are employed. They sometimes journey on horseback, but Mr. Davis tells us the most comfortable mode of travelling adopted by the Chinese is in a sedan. This is a chair fixed upon light poles, which rest on the shoulders of two bearers. Instead of panels, the sides and back of the chair are made of woollen cloth, with a covering of oil cloth to protect it against wet. The front is closed by a hanging blind of the same materials, with a circular aperture of gauze to see through.

Private persons are restricted to two bearers, ordinary magistrates to four, the viceroy to eight, while the Emperor employs sixteen; the weight

is divided by increasing the number of poles. Some of the chairs are furnished with wheels, and are made of carved wood gaily painted and ornamented.

Sedans somewhat similar are also used by the natives of Bahia in Brazil. Here the streets are, many of them, too narrow to admit the passage of wheel carriages, and in lieu of them the better class use caderas, a kind of cane arm chair with a foot board and a canopy of leather; curtains generally of moreen with gilt bordering, and lined with cotton, are contrived to draw round, or open at pleasure. The whole is slung by the top to a single pole, by which two negroes carry it at a quick pace on their shoulders, changing occasionally from right to left.

A recent traveller in China tells us that in the cities, only women of the lower rank are to be seen on foot, those who are at all well off drive in cabriolets, while those of the highest rank are carried in sedans. Considerable ostentation prevails when a Chinese lady goes abroad; an outrider first appears, behind him comes a two-wheeled carriage, drawn by a mule; the head and

sides of the vehicle are hung with blue or green cloth, into the sides of which are set pieces of black velvet and glass; on the right and left, two men walk, holding the carriage with their hands, in order to prevent its falling over at any of the inequalities of the road, and behind comes another rider. As one must step into and out of the carriage in front, the coachman has to unharness his mule every time; the men who walk by the side then turn the vehicle close up to the stairs, let the shafts down on the steps, and immediately turn their backs to the equipage, for according to Chinese etiquette they may not look their mistress in the face. The waiting maid, who generally sits in front, first steps out, adjusts a little footstool and helps her lady to alight. On departing, the ceremony is repeated, that is, the lady and her maid first resume their seats, the coachman harnesses his mule, and the cortège proceeds in its former order. The men display their rank when they drive abroad by the number of their followers, who often amount to twenty or more; two or three are well dressed, but generally speaking, the rest are ragged, and mounted on lame or worn-out

mules. Pride, however, never allows a Chinaman to lessen the number of his attendants, although the maintenance of these idle followers must be very expensive.

Some of the ladies pay their visits or take the air in their gardens, in a kind of two-wheeled chair, in the form of a wheelbarrow, and like it, propelled by one person, and in all villages, a red and gilt sedan is to be hired, and is employed only for the purpose of conveying the bride to her new home. The love of rich ornament is very evident in such and similar oriental conveyances, and as an instance of this, we shall describe a palanquin carriage which has been very recently built at Derby for a Chinese resident in the Island of Java. It is in the form of a palanquin on wheels drawn by four small horses. It has two roofs; the upper one, bordered with elegant fringe, is fixed several inches above the lower, for the purpose of resisting the powerful rays of the sun. The several windows are provided with curtains, glasses, and venetian blinds; the body mouldings are covered with silver, and the painting and decorations are in a style of oriental magnificence.

In no country of the same extent, are horses so little used for the purposes of either carriage or draft as in China; and this is said to arise in some measure from the natives grudging to animals the food which the earth otherwise provides for man. No good land is ever reserved for pasture; scarcely any domestic animals are kept excepting for food; and in general, whatever cannot be transported by water is borne on men's shoulders; the very boats on the canals are tracked by men. The horses are generally miserable stunted creatures of the smallest kind, almost invariably in the worst condition, nor is the caparison in most cases much better than the beast. The rider is wedged into a high saddle, of the usual oriental character, of which every part, stirrups included, is extremely heavy and cumbrous. The bridles ought to be of stitched silk, but they are often of rope, and tufts of red horsehair are sometimes suspended from the chest of the animal, giving it an odd appearance; and animals such as these draw the covered carriages which are to be hired in Peking. In the great flat about Peking, travelling is sometimes performed in a one-horse tilted wagon or

cart, with low solid wheels fixed to very short axletrees. The bodies, covered with tilts of coarse cotton or matting, open only in front, and are just wide enough to admit two persons closely wedged. They have no raised seats, and the only posture is, to be stretched at length or with the legs drawn up, the sufferer being always in close contact with the axle, and this, without the intervention of springs. A servant of Lord Macartney's who travelled in one of these, and who from being an invalid at the time had not strength to avoid the violence of the shocks, actually suffered a concussion of the brain.

When a canal will not serve, and a land journey must be undertaken, the mandarin travels in a sedan, and his lady in a species of palanquin or litter. Subordinates content themselves with a kind of wheelbarrow, propelled by two coolies, the body of which holds the luggage, and a seat on each side of the wheel, which is cased over, the two passengers, the whole being balanced with great nicety, so as to require little more labour than that of propulsion by the coolies.

A poor man who cannot afford this mode, slings

a pole across one shoulder, with a basket hanging from each end which may contain a child, or luggage, as the case may be, the poor wife making the



Mountain Sedans.

best of her way that her cramped feet will allow behind him, carrying a basket in each hand. The mountain sedans used in the steep roads of the districts of China are very simple, consisting merely

of two long poles, from which are slung two bars, one to sit upon, the other to rest the feet.

The roads in Japan are very wide, and generally good, but as it is a mountainous country, a plain being scarcely anywhere to be found, the practice of forming the roads in steps over the mountains, prevents the common use of wheel carriages. Everything, therefore, is carried by men, or on pack-horses or mules; and as the princes of the country are always expected to make their appearance once at least during the year at the court held at Jeddo, the capital, an immense number of attendants forming the retinue of each, the travelling parties encountered are sometimes most formidable in appearance, consisting of from 10,000 to 20,000 persons. Every article of provision, convenience and comfort, must be taken with them, and when to these are added the wardrobes of the whole company, the presents for the chief, and the goods carried for clandestine trading, it will readily account for the immense number of attendants, beasts of burden, &c. required.

The details of such journeys have been fre-

quently given by European travellers; and Fischer, who undertook one of them with the Dutch embassy, which lasted seven weeks, gives a minute detail of the number and variety of the objects conveyed on the occasion. Most of the roads are shaded by trees, and are kept clean as much through the industry of the natives in collecting manure, as in honour of distinguished travellers. Manufacturers and sellers of the straw shoes worn by the horses and oxen, as well as by the bearers, abounded, and as this is the only kind of shoe used for animals, its rapid consumption affords ample employment to great numbers. The progress of the emperor and his courtiers of course exceeds in magnificence that of any of his subjects. Two kinds of palanquins are used in this country, the one called a "norimono," for the higher, the other a "cago," for the lower ranks; these again are divided and subdivided, and allotted to different classes of dignitaries, according to the length and shape of the poles, the mode of holding them, the pace and number of the bearers, &c. The norimono is in shape and form something between a palanquin and a sedan chair, but less roomy and

commodious than the former, as they are too short to admit of the traveller's lying down, though they are far more comfortable than the latter. The sides are lackered, the windows closed with blinds, and the top is in the shape of a house-roof, under the ridge of which the pole is passed.

The bearers, eight in number, are described by Fischer as stout, able-bodied men, dressed in blue linen, each with a sword by his side, and a coloured fan stuck in his girdle, at his back. "Perhaps nothing strikes the newly arrived European more forcibly than this fan which they see in the hand or girdle of every human being. Soldiers, civilians, priests and ladies alike appear with fans. Among the men it serves a great variety of purposes; visitors receive the dainties offered them upon it, and the beggar imploring charity holds out his fan for the alms he may have obtained. The fan serves the dandy in lieu of a switch; the pedagogue, instead of a ruler for the offending schoolboy's knuckles, adorned with maps as a road-book for travellers; and among its numerous uses, a fan presented upon a peculiar kind of salver to the high-born criminal is said to be the form of an-

nouncing his death doom, his head being struck off the moment he stretches it towards this announcer of his fate.

A Japanese of the middling classes, during a journey on horseback, presents, according to Kœmpfer, a "very comical figure at a distance." They consider the European mode of riding to be more appropriate to a soldier or a man of rank than a civilian, and, therefore, generally seat themselves on their saddles cross-legged, and as they are naturally short and thick of stature, wearing large umbrellas, straw hats, wide breeches and cloaks, they appear broader than long. The horse being led by one or more footmen, the bridle is held merely as a matter of form.

CHAPTER V.

IN making the overland journey to India, some years since, Colonel Conolly hired a carriage, which he fitted up for the Russian route, he having taken St. Petersburg in his way, and in this he travelled night and day, storing it with provisions. He provided himself with plenty of furs and warm clothing, and lived, boarded, and slept in his carriage during the greater portion of a very rapid journey from the Russian capital to the Persian frontier. Inns are so few on the road, and provisions so bad, that this mode is absolutely necessary to avoid starvation. Captain Keppel, during a considerable part of his overland journey performed on horseback, tells us of having tied a tea-kettle to the saddle of his horse, because he could thus obtain a warm beverage, for which he was often most thankful—boiling tea and sugar in it. The mode of travelling through Persia during

this overland route to India, is almost exclusively by horse or mule, for the want of roads and the attacks of predatory tribes, render vehicles ill-fitted for such a country. Accordingly, on leaving Bushire, travellers bargain with the horse and mule drivers at so much per diem—pitching tents for the purpose of sleep and refreshment. The Orientals highly prize these animals, but the ass is, perhaps, more valued than either.

The modes of travelling most prevalently adopted in any particular country furnish a useful index to the social progress of its inhabitants, modified as it often must be by the physical condition of the surface of the land. The saddle-horses of most countries, the mules of Spain and the Alpine districts, the asses of Egypt, the innumerable forms of vehicle employed by different nations, the system of posting, that of stage-coaches and diligences, all furnish materials for interesting study, in relation to the locomotive transactions of a country.

Not the least curious amongst these various modes is the system of Tartar travelling, in Turkey. The term Tartar is applied throughout the Turkish

empire to the horseman who acts as guide and companion to travellers, in a manner unlike anything known in the other parts of Europe. Turkey is wretchedly provided with roads, vehicles are few



Egyptian Asses.

in number and bad in construction, and the mode of travelling on horseback is the one most generally adopted.

In Wallachia and Moldavia good roads and good modes of conveyance from town to town are,

from the wild state of the country, not of course to be expected. The vehicle which we may term the "post-chaise" of the inland parts of these provinces, is made entirely of wood, without a single particle of iron about it; consequently, these carriages are very light, easily upset, and as easily righted; they are about three feet high, four feet long, and capable only of holding a portmanteau, upon which a small quantity of hay being placed, the traveller sits. The rudeness of their construction makes them easy of repair; they are changeable at any post-house, and four horses are harnessed to each. These rude vehicles are driven by postilions, who generally wear a rough goat-skin cap.

Throughout Constantinople a singular kind of silence is described as prevailing, such as strikes one in a great London thoroughfare when the pavement has been taken up: this arises from the absence of carriages; but wheeled vehicles are used in the suburbs, one of which has, perhaps, its equal nowhere but in Turkey. It much resembles in form the cars employed in whirligigs at the fairs in England, but having a top and

curtains, and with four wheels; it has no seats, but on cushions in the interior sit the ladies, for whose use it is employed. Another kind of very



Turkish Carriage.

common Turkish pleasure carriage, is described as being much like a wagon, painted bright blue, with red wheels and awning, and drawn by

two buffaloes, with a singular arrangement of worsted tufts over their heads, of various bright colours.

Sir Robert Ker Porter speaks of the Asiatic cart as gradually losing its unwieldy construction in his progress westward. "I have," he says, "remarked its clumsy form where used in the vale country on the frontiers of Persia; from thence it gradually assumes a more manageable form; but first it takes a lighter fabric only, wearing still the clumsy shape and solid wheels seen in the plain of Salmos. When we reached Tosia, that part of the vehicle was rendered less cumbersome by hollowing the wheel, and attaching it by a rude kind of spoke. Travelling further, we found two more wheels added, and by the time we reached Boli, we saw the strong, yet light, regularly-built wagon. In our way thence, we overtook trains of the most powerful of these machines; they belonged to Government, and were transporting large timber trees, many so weighty as to require a draught of sixteen buffaloes. Lighter kinds of wagons, ten, twenty, and thirty in number, were also seen laden with apples,

onions, and other vegetables, from the Ottoman capital."

Mr. Methuen, in describing Capetown, thus speaks of the motley groups the parade ground presents:—"The Malay in his eccentric pyramidal straw hat, or turban; the Hottentot in his heterogeneous slovenly attire; the negro of slavish extraction, commonly wearing a red woollen night-cap; the natives of the East with their various picturesque costumes; the Dutch and English merchants, all mingle together round the stalls, where an auction is often held in the open air. In the streets every denomination of vehicle is encountered, from the dashing four-in-hand drag, to the ponderous wagon, drawn by twenty oxen, whose exertions are stimulated by their black driver with a whip, in its dimensions akin to a salmon-rod; and from the boors' travelling wagon, with its eight or ten rough ponies driven in hand, to the bath-chair and the wheelbarrow. Where extensive trips are meditated in South Africa, wagons well stored with all necessary commodities are employed. Each is drawn by twelve to fourteen oxen, two abreast, and driven by a Hottentot,

armed with a huge bamboo-handled whip, with another man, or leader, to conduct the team, or *span*, in colonial phraseology, over difficult ground. Each ox has his name, and when addressed, imme-



Capetown Wagon.

diately recognises it by increased exertions. The sagacity and docility of the Cape ox, when properly trained, is almost amazing; good cattle, without any guide, and on the darkest night, will adhere

to a road, and never leave it whilst in harness: should they by any accident lose their way, they will stop, and the two leading oxen—always the best in the team—carry their heads close to the ground, and seem to be exercising all their powers of discernment, which, according to Mr. Methuen, are, indeed, of no common kind. He mentions a trader to Port Natal, whose oxen would bring an empty wagon across narrow but deep rivers, if they only saw their master wave a white handkerchief on the opposite bank; the leaders appeared to watch for this signal, and on beholding it, at once dashed in, and swam in its direction. The Cape ox wagon is very clumsy and uncouth in appearance, but admirably adapted for contending with bad roads, upsets, and other vicissitudes of South African travelling. Should an overturn occur, it is so constructed, that the sides, roof, and other portions, easily detach themselves from the bed, and in half an hour all may be replaced; or if a fracture have taken place, excepting in the wheels, which can rarely happen, it may be mended or supplied on the path, by aid of a few tools, and some green wood.”

The sagacity of the Cape oxen has been also noticed by Barrow, who tells us "that the Kaffirs of South Africa have taught even cows and oxen to obey a whistle." "Towards the setting of the sun, the whole plain was covered with cattle, which in vast herds were brought in from every quarter, at the signal of command given by a particular kind of whistling made with the mouth; at another whistle the milch cows separated from the herd, and came forward to have their milk drawn from them: this operation, and the management of the dairy, form part of the employment of the men. In the morning, a different kind of whistle sends them forth to graze. In fact, the Kaffirs and their cattle seemed perfectly to understand each other."

We cannot here refrain from quoting some of the details of a journey which, when we consider it as connected with an Episcopal visitation, is, perhaps, one of the most extraordinary on record. We allude to the Visitation of the Bishop of Cape-town, in 1850-51, over a Diocese which, excepting Calcutta, is the largest in the world, embracing 250,000 square miles. The Bishop was occupied

for nine consecutive months in traversing 4,000 miles of his wide-spread Diocese. He travelled, with his baggage, in a cart, not drawn by oxen, as is usual in the colony, but by horses, and only a servant. A large part of the journey was, however, performed on foot. The Bishop was often reduced to extremities. At page 84 he thus describes his exit from Natal, after an accident to his cart:—"I drove on foot four of my horses a considerable distance, and had a knapsack on my back, and two other packages in my hands. Poor Ludwig" (his servant) "insisted upon my occupying at night his bed, under the cart, though I was loth to rob him of his comfortable berth. I reckon the actual distance from Maritzburg to the Umzumkulu to be eighty miles. I have walked nearly the whole of this, and shall probably have to walk most of the way to King William's Town." At page 91 the Bishop says:—"After resting our horses a little while, however, we determined to try if we could get up it," (a mountain,) "as we saw there was no alternative. I led the way, in my shirt sleeves, (for I have discarded my coat, which is in no better condition than the

owner,)" &c. &c. These are but a specimen of the incidents which marked the whole of this most toilsome journey. The Bishop appears to have visited all the stations of the missionaries which fell in his route, and was received not only with courtesy, but with marked kindness.

CHAPTER VI.

THE vehicle without wheels, the sledge of the Laplander, the Kamtschatdale, the Russian, and the natives of other northern regions, is a well-known and most useful invention, employed when the ground is covered with snow, into which wheels would sink too deeply to be of their usual service. In the extreme north these conveyances are simply formed, either of planks bound together, of the hollowed trunks of the pine and fir, or of skins firmly stretched over whalebone. They are easily drawn over the small surface of the frozen snow by the various animals kept for the purpose, and the travels of Dobell, Parry, Lyon, and many other adventurous explorers of the northern regions, furnish us with many interesting details regarding the sagacious and useful creatures employed in the office.

To the faithful domestic servant, the dog, are the Esquimaux, a race of people inhabiting the most northerly parts of the American Continent and the adjoining islands, greatly indebted for most of the few comforts of their lives; for assistance in the chase, for carrying burdens, and for their rapid and certain conveyance over the trackless snows of their dreary plains. In the summer, a single dog carries a weight of 30 lbs., in attending his master in pursuit of game; and in winter, yoked in numbers to heavy sledges, they drag five to six persons at the rate of seven to eight miles an hour, and will perform journeys of sixty miles a-day.

Captain Parry thus describes the mode in which they draw these simple conveyances:—"The dogs have a harness of deer or seal-skin, going round the neck by one bight, and another for each of the fore legs with a single thong leading over the back, and attached to the sledge as a trace. Though they appear at first to be huddled together without regard to regularity, there is in fact considerable attention paid to their arrangement, particularly in the selection of a dog of peculiar

spirit and sagacity, who is allowed by a longer trace to precede the rest as leader, and to whom, in turning to the right or left, the driver usually addresses himself. This choice is made without



regard to age ; and the rest of the dogs take precedence according to their training and sagacity, the least effective being put nearest the sledge.

The leader is usually from eighteen to twenty feet from the fore part of the sledge, and the hindmost dog about half that distance; so that when ten to twelve are running together, several are nearly abreast of each other. The driver sits quite low on the fore-part of the sledge, with his feet overhanging the snow on one side, and having in his hand a whip, of which the handle, made either of bone, wood, or whalebone, is eighteen inches, and the lash more than as many feet in length. The part of the thong next the handle is platted a little way down to stiffen it, and give it a spring, on which much of its use depends; and that which forms the lash, is chewed by the women, to make it flexible in frosty weather. The men acquire from their youth considerable experience in the use of this whip, the lash of which is left to trail along the ground by the side of the sledge, and with which they can inflict a very severe blow on any dog at pleasure.

“In directing the sledge, the whip acts no very essential part, the driver for this purpose using certain words as the carters do with us, to make the dogs turn more to the right or left. To these

a good leader attends with admirable precision, especially if his own name be repeated at the same time, looking behind over his shoulder with great earnestness, as if listening to the directions of the driver. On a beaten track, or even where a single foot or sledge-mark is occasionally discernible, there is not the slightest trouble in guiding the dogs: for even in the darkest night, and in the heaviest snow-drift, there is little or no danger of their losing the road, the leader keeping his nose near the ground, and directing the rest with wonderful sagacity."

From the entertaining travels of Dobell, we may gather many very interesting details with regard to the journeys performed by travellers with the aid of dogs. On one occasion he tells us, "that on leaving St. Peter's, he was accompanied for at least twelve leagues to Avatcha by several of his acquaintance, who were seated on sledges drawn by these animals, altogether forming a striking party. The eagerness and impatience of the dogs, and the rivalry of the drivers, might be compared to the exertions of the high-blooded coursers and jockeys of Newmarket. Nor, indeed, do the

driving and management of sledge-dogs require much less skill. The journey to Avatcha was literally a race, and a highly interesting and novel one it was.

“On another occasion, while passing over a mountainous country from Timlateé along the sea-coast, the extraordinary instinct of the dogs was the means of preserving the whole party from destruction. The morning was cold and clear, but the wind blew high, and white clouds hurried rapidly over the blue expanse. ‘Let us hasten,’ said the guide; ‘a storm is rising, and unless we can reach a reindeer station, we shall be frozen to death.’ In a short time, the wind raged with increasing violence, and a sharp driving sleet came upon the party so furiously, that they could no longer face the storm, and were obliged to halt, while to add to their distress, they had lost their track. The guide proposed trusting entirely to the dogs, for to remain still was certain death. He stated that he had the greatest confidence in these trusty creatures, and that if there was a reindeer on the plain, they would not fail to find him. He then pushed on his dogs to take what

course they pleased. Greatly to their surprise, the animals turned off from the sea, brought the wind nearly on their backs, and this proved a great relief from the sharp sleet, which literally tore the skin from their faces. The travellers proceeded in this manner for two hours, while the storm raged with redoubled fury, and they were almost benumbed with cold. At length the dogs of the guide began to snuff the air, to bark loudly, and to set off at full speed. It was like an electric shock. The rest of the dogs followed, and the hearts of the wearied travellers now beat high, for they were sure that the animals smelt the reindeer, and in about ten minutes, they had the gratification of finding themselves beside a blazing fire surrounded by hospitable natives."

On the wilds of Kamschatka and Siberia, these docile, patient, and sagacious animals go cheerfully on before sweeping storms, which drive the snow around them in clouds like smoke, posting forward vigorously when all hope of safety seems at an end. But sometimes the most powerful of them cannot always contend against the perils of a Siberian journey, and on one occasion, the strength

of those which drew Mr. Dobell and his party, at length began to fail. "The dried fish was expended, and the very small portion of reindeer meat and biscuit that could be spared, was inadequate to their wants. The sun too shone brightly, and the snow became so soft that the sledge-dogs could proceed no further. The travellers were nearly as much fatigued, for they had walked in their snow-shoes a considerable way to save the poor exhausted animals. Happily they were at no great distance from Igiga, and thither one of the party was despatched to beg the commandant would send them assistance and food. As the evening drew on, the dogs revived, and when the sun was set, and the snow began to harden, the travellers ventured to continue their journey. It was surprising to see the ardour with which the poor creatures now pushed forward until they met the reinforcement sent them by the commandant. Nothing could exceed the delight of the dogs on perceiving those from Igiga. They sprang into the air, barked joyfully, and set forward with such eagerness to meet their brethren, that the strongest hand could not restrain

them. When they met they jumped for joy, and licked and fawned upon them with the most affecting demonstrations of delight. They seemed fully to understand the kind services which the strangers came to render; they knew also that their toilsome journey was nearly at an end, and as they approached the town, it was utterly impossible to keep them back; they set off at full speed, and if the townspeople had not endeavoured to restrain their impetuosity by holding them in, or throwing themselves upon the sledges, they would have upset the travellers, and broken everything to pieces."

In appearance, these animals bear much resemblance to the wolf. They have long, pointed, projecting noses, sharp and upright ears, and a long bushy tail; some have smooth, others curly hair; they are of various colours, black, brown, reddish brown, spotted, and white. They vary also in size; but it is considered that a good sledge-dog should not be less than 2 feet 7 inches in height, and $3\frac{3}{4}$ feet in length, (English measure.)

Their barking is like the howling of a wolf; they pass their whole life in the open air, in sum-

mer digging holes in the ground for coolness, or lying in the water to avoid the mosquitos. In winter they protect themselves by burrowing in the snow, and lie curled up, their noses covered up by their bushy tails. The female puppies are drowned, except enough to preserve the breed, the males alone being used in draught. Those born in winter enter on their training the following autumn, and are not used in long journeys until the third year.

The dogs of Newfoundland are also most useful to the natives as beasts of burden. In winter these patient and forbearing creatures may be seen toiling harnessed in pairs, or with two and a leader, to low sledges called catamarans, from before day-break until the shades of evening, hauling firewood and fence pickets. In the time of the Indians these dogs were noble and valued animals, being the only beasts of burden in the region, but the breed has now degenerated, a fact which, when we reflect on the ill usage they receive, and the scanty way in which they are fed, is not at all surprising.

During the late Arctic searching expeditions in

quest of the lamented Sir John Franklin, it is somewhat remarkable that the extensive exploratory results should be due, not to the ships or their steam tenders, but to the sledge-travelling parties which were despatched from the vessels. Though the performance of the steamers far exceeded the most sanguine expectations that had been entertained respecting them, it is not to them we are indebted for our knowledge that Sir John Franklin did not take the Cape Walker route. The despatch of spring travelling parties over the ice had engaged the attention of the authorities at home, and the ships were provided with the necessary equipments for that purpose, and on the 15th of April the sledges, with their equipments and men, were all ready, and started under favourable auspices in twenty-one sledges. They bore appropriate names, flags, and mottoes, emblematic of the chivalrous notion of their service. Thus the *Reliance* sledge displayed the words, "Domine, dirige nos;" the *Enterprise*—

"Gaze where some distant speck a sail implies,
With all the thirsting gaze of *Enterprise*;"

the Adventure, "Nothing hazard nothing win;" the Lady Franklin, "Faithful and firm," &c.

The kites greatly facilitated the progress of the sledges when going before a stiff breeze. When these were not used, and the ice was sufficiently level and the wind fair, the tarpaulins were set as sails, and found of great service,—frequently saving the exertions of two or three men on each sledge. When unassisted by sails or kites, the average dragging weight was 205 lbs. per man. The effect of the sledges scudding before a brisk wind is represented as being very singular. They appeared at a little distance like a fleet of Malay proas, with their dark sails of mat, the snow-drift seeming like foam on the water. The men enjoyed this kind of locomotion amazingly, running along cheerfully with slack drag ropes, and laughing and joking among themselves. It sometimes occurred that land was not in sight, and then the sledges with their kites were steered like ships at sea.

It was found desirable to travel during the night, for the purpose of avoiding the glare of the sun from the snow and ice. Thus, in Captain

Ommanney's expedition, which searched the shores to the south and west of Cape Walker, the general order of proceeding will be seen by the following extract from that officer's journal, under the date of April 21:—

“Breakfasted at 6 30 P.M., the cold having prolonged the time occupied in boiling the kettle. Read prayers. Packed sledges; and by 7 30 proceeded for the land, in a painfully cold wind from N.W. cutting across our faces. Midnight—pitched tents for luncheon. 1 A.M. Division proceeded again, under sail and dragging. Snow very deep. Steering for the land, which was visible at intervals during the mist. At 5 h., finding ourselves deceived in the distance from the land, and the men being much fatigued, ordered the division to encamp. Supper and bagged by 7 P.M.”

But hardships and sufferings like these have their own set-off and reward. For a picture of the luxurious sleep which follows them, we quote the journal of an officer:—

“But let it not be supposed that our hardships and privations were not attended with concomitant comforts,—comforts whose extent can never be

felt by those who are accustomed to the luxury of beds, or even to the bare ground in less rigorous climes. Not the tired soldier, when, after a long march, he wraps himself in his cloak, and lays him down by the watch-fire: not the South-American horseman, to whom sleep has been a stranger for thirty hours, when overpowered by drowsiness, and with his bridle twisted round his arm, he drops from his saddle and falls into a delightful slumber: not the labourer who, after a heavy day's work, returns to his humble dwelling to refresh himself in sleep: none of these can imagine the enchanting dreams and delicious repose experienced by the Arctic traveller, when with his pemmican stowed comfortably away, he ensconces himself for the night in his blanket-bag. The agreeable passages of the past, and all that imagination can prompt as delightful for the future, pass across the dreamer's mind, and banqueting halls with tables groaning under a profusion of luxuries, are laid out before him. This latter image is more vivid if the day's meal has happened to be more meagre than usual."

In the sledge operations of Captain Parry, the

travelling parties were equipped in a very similar manner to those attached to Captain Austin's expedition. A few of the sledges, however, were drawn by dogs, which worked well when any of the men went before them, but not otherwise, for it was found impossible to drive them. The heaviest sledges were dragged by the men and officers, the latter taking their full share in this arduous duty. The average weight of each sledge was 1,500 lbs., but notwithstanding this heavy pull, the men worked not only vigorously but cheerfully.

Appended to the officers' journals are remarks on the equipments of the sledges. From them we gather that on the whole they answered remarkably well for the varied requirements of the extensive journeys. The most general complaint arose from the smallness of the tents, which did not permit the men to lie down without being much cramped, the area of the floor being only 8 ft. 10 by 7 ft. for seven persons. The outside men, although sleeping in their bags, were much exposed to the inclemency of the weather, and frequently found themselves unable to rise on account

of the ice which had frozen to their sides. Halkett's gutta percha troughs, which were intended for boats, did not answer, as the gutta percha fractured in very cold weather.

The average rate of travelling was nine miles per day out, and about thirteen home. The parties were out respectively 44, 58, 60 and 62 days, and the Melville Island party 80 days. During some days they were confined to their tents by violent snow-drifts, with the temperature occasionally varying to as much as 69° below freezing point. The number of miles travelled by Captain Austin's parties out and home amounts to 5,937, of which 865 embraced newly-discovered coast line.

In Von Wrangel's expedition to the Polar sea, we find the following description of travelling in such climates. "The cold," he remarks, "still continued, and the thermometer constantly indicated 58° . In such a temperature, a journey in sledges would have been very disagreeable, but on horseback, the actual suffering is such as cannot well be imagined by those who have not experienced it. Covered from head to foot in stiff and cumbrous furs,

weighing 30 to 40 lbs., one cannot move; and under the thick fur hood, which is fastened to the bear-skin collar, and covers the whole face, one can only draw in, as it were by stealth, a little of the external air, which is so keen, that it causes a very peculiar and painful feeling to the throat and lungs. The distance from one halting-place to another takes about ten hours, during which time the traveller must always continue on horseback, as the cumbrous dress makes it impossible for him to wade through the snow. The poor horses suffer at least as much as their riders, for besides the general effect of the cold, they are tormented by ice forming in their nostrils, and stopping their breathing; when they intimate this by a distressed snort and shake of the head, the drivers relieve them by taking out the pieces of ice to save them from being suffocated. When the icy ground is not covered by snow, their hoofs often burst from the effects of the cold.

The caravan is always surrounded by a thick cloud of vapour; it is not only living bodies which produce this effect, but even the snow smokes. These evaporations are instantly changed

into millions of needles of ice, which fill the air, and cause a constant slight noise, resembling the sound of torn satin or thick silk. Even the reindeer seeks the forest to protect himself from the intensity of the cold. In the tundras, where there is no shelter to be found, the whole herd crowd together as closely as possible, to gain a little warmth from each other, and may be seen standing in this way quite motionless. Only the dark bird of winter, the raven, still cleaves the air with slow and heavy wing, leaving behind him a long line of thin vapour, marking the track of his solitary flight. The influence of the cold extends even to inanimate nature; the thickest trunks of trees are rent asunder, with a loud sound, which in these deserts, falls on the ear like a signal shot at sea; large masses of rock are torn from their ancient sites; the ground in the tundras, and in the rocky valleys, cracks, and forms wide yawning fissures, from which the waters which were beneath the surface rise, giving off a cloud of vapour, and become immediately changed into ice. The effect of this degree of cold extends even beyond the earth, the beauty of

the deep blue polar sky, so often and so justly praised disappears in the dense atmosphere, which the intensity of cold produces; the stars still glitter in the firmament, but their brilliancy is dimmed.

The sledge of the Laplander is made of birch-wood, formed like a boat with a flat stern. The ends of the side planks are fastened with wooden pegs to the roundish board which forms the back, and their points brought together at the front, are bound fast with a rope. The sledges are caulked within, and frequently pitched without, to keep out the water. The kind most commonly used for travelling, is so light as to be easily carried in the arms, and is no larger than to admit the legs and thighs of the Laplander. It is open from head to stern; but has occasionally a seal skin fixed to the head, which covers the legs and knees of the passenger, to which is joined a rug, spreading over his lap, and fastened by leather loops to the side to defend him from the snow. The sledges employed for conveying provisions and baggage are larger, and have convenience for luggage, &c. These conveyances are drawn by

reindeer; and when the winter is fairly set in in Lapland, the value of that useful animal is peculiarly felt, as without it communication would be almost utterly suspended. Harnessed to a sledge, the reindeer will draw about 300 lbs., but the natives generally limit the burden to 240 lbs. The trot of the animal is about ten miles an hour, and such are its powers of endurance, that journeys of 150 miles in 19 hours are not uncommon. In the palace of Drotningholm, Sweden, there is a portrait of a reindeer, which is said in a season of emergency to have drawn an officer with important despatches the incredible distance of 800 miles in 48 hours. This event is stated to have occurred in 1699, and the tradition adds, that the deer dropped lifeless on its arrival.

We will here introduce to our reader's notice, an equally hardy domestic animal, favourably known with us as a pet for our children,—we allude to the pony, which is an inhabitant of Shetland, so long celebrated for its very diminutive breed of black cattle and ponies. These do not sometimes look much bigger than good-sized Newfoundland dogs. The small Shetland ponies are well known

throughout Scotland by the name of Shelties, and are left to feed during the whole year on the hills, and in the most inclement season of winter they are never admitted within the warm walls of a stable, being frequently compelled to subsist on the drift ware that is left by the ebb of the tides, and in spring, they are often in such a half-starved state, owing to their scanty supply of winter food, that the growth of the summer herbage becomes necessary before they can so far recover their strength, as to bear a rider over the moors of the country. These hardy creatures are seldom more than from nine to eleven hands high, and can soon be made ready for travelling. When a journey is meditated, the Shetlander goes to the Scathold, ensnares the unshod Sheltie, occasionally equips him with a modern saddle and bridle, and hangs on his neck a hair cord several yards in length, well bundled up, from the extremity of which dangles a sharp pointed wooden stake. The traveller then mounts his tiny courser, his feet being often lifted up to escape the boulders stretched in his way; and when arrived at his destination, he carefully unravels the tether attached to

the neck of the animal, seeks for a verdant piece of soil, and fixes the stake into the ground. The steed is then considered as comfortably disposed of until his master's return.

In Iceland, the horse is almost the sole means of conveyance, not only as a saddle horse, but also to carry provisions and merchandise. The pack horses, when pursuing their journey, have a sort of bed or matting of turf fixed across their backs, and on this are placed two oblong deep boxes, slung over, so as to hang one on each side. In these boxes are kept the clothes, provisions, and other necessities required by the travellers; and this mode of packing is universal throughout the island, for all the articles which are brought from the interior for sale at the sea-ports, and those taken back for winter consumption, are conveyed in this way.

“There is not,” says Mr. Barrow, “in all Iceland, such a machine as a wheel carriage, no, not even a wheel-barrow; and indeed, if there were, they would be useless, as there is nothing in the form of a road on which they could move. The way or the path lies over beds of lava, so rugged,

that the horses are obliged to pick their way most carefully; or over boggy ground, where it is equally necessary in order to avoid those places into which the animals might sink, and which, when left to their own guidance, they are remarkably clever in detecting. In some places the path resembles a deep rut formed by the cracking of a stream of lava; and here the rider is pretty much in the predicament of him who was carried in a sedan chair without a bottom to it, for in all such places we were able to relieve our horses by putting our feet on the two sides of the sunken path."

Travellers in Norway give but an indifferent account of the state of the country, as far as travelling is concerned, though the railway recently commenced from Christiania is likely to cause an improvement in this respect. The amusing writer of "Two Summers in Norway," speaks of the roads in the vicinity of the capital as being little better than tracks. "For nearly forty miles," says he, "the road was one continued wade through unfathomable sludge, where I was only assured of the fact of there being any bottom at all, by

bumping against the huge stones therein engulfed. The conveyances are chiefly springless carriages, or light carts, drawn by the small native horses which are supplied, not by innkeepers, but by certain farmers living along the road, who often have all their cattle engaged in labour when the traveller applies for them. The accommodation for sojourners is of the plainest and most frugal kind, and unattended with any of the comforts which are universally expected amongst ourselves. To these troubles must be added, the extreme heat of the weather, and the annoyance experienced from flies, during the short summer of Norway, a country which, for the greatest part of the year, is completely covered with snow, which remains on the ground during a winter of from five to six months, and in the most northern portions, to a much longer period. While this inclement season lasts, it is impossible to leave the beaten roads for the purpose of travelling; and when fresh snow falls, even the intercourse by means of them is stopped, till the sledging is able to be continued. This is done by means of a machine, which, being dragged by horses along the road, restores the

former track by clearing away the snow in part, and flattening and levelling the remainder. Where, however, population is so thinly scattered over the immense extent of country, it is in many places impracticable to keep the roads open by such means, and hence the Norwegian devised the skies, or snow skates, which consist of two thin narrow pieces of fir of unequal lengths, the foremost part being pointed and turned upwards. The longest, which is about seven feet in length, is used on the left foot; and the other, which is about two feet shorter, on the right. Both skates are about three inches in width, and an inch in thickness in the centre, where the foot is placed; which is firmly bound to the skie by loops at the side made of willow, or fibres of fir-roots, to which are fastened leathern thongs. The skates are smeared with tar and pitch, and the under side is hollowed in the centre into a groove, to prevent their slipping laterally, and to enable the skater to keep a straight course. The shorter skate on the right foot is used more than the left, particularly in turning.

“Notwithstanding,” says Sir Arthur Capell

Brooke, "the obstacles which the nature of the country, especially in the winter season, would seem to throw in the way of an invading army, Norway has often been attacked during this season; and as the use of the skie has been known to the natives from the earliest times, it was natural to think of forming a military body of skaters, and furnishing riflemen with the skie, in the use of which the mountaineers display such astonishing ease and celerity. During the former wars with Sweden, all the Norwegian light troops have occasionally made use of skies: a certain portion, however, has been more particularly trained to the use of these kind of skates, under the denomination of skielöbere, signifying literally, skate-runners. Previous to the union of Norway and Sweden, there existed in Norway two regiments of skaters, but the above event caused a considerable reduction of the Norwegian army, and amongst them, of the skating soldiers. These men wear a regular uniform, and besides the rifle, bear a long staff armed with an iron spike placed in a circular piece of wood, to give a firm support to the bearer; it also enables him to moderate his speed, make

sudden wheels, and preserve the necessary balance during the descent of steep declivities. Their provisions and baggage are transported on light wooden sledges, which one man alone draws with ease, by the help of a leathern strap passed over the shoulder. These are also made very serviceable in conveying such as may have been severely wounded."

Many instances are related, of the astonishing speed with which the skating soldiers have conveyed intelligence from one part of the country to another. One, in particular, is well worthy of mention. When the Swedish monarch, Charles XII., was shot, during the siege of Frederikshald in Norway, and messages were to be sent with the intelligence to different parts of the kingdom, some skating soldiers, who were with the army, volunteered to run on skies to Drontheim, a distance of more than 400 miles, and they reached that place 12 hours before a messenger despatched at the same time, and using the greatest expedition.

Nothing, in fact, can equal the address with which the inhabitants of all northern nations

make their way in these snow skates: no obstacle appears capable of stopping them, for they skim with equal rapidity the white expanse of land, lake, and river. The daring skill displayed by the Laplander in the descent of the mountains and precipices of Finmark, which to any eye but his appear impassable, is perhaps as extraordinary as any fact we could select. In ascending, he is of course obliged to proceed in a zigzag direction; and although the ascent be long and steep, he accomplishes it in a very short space of time, and when he begins the descent, he places himself in a crouching posture, his knees bent, and his body inclined backward, to assist him in keeping his position; he holds in one hand a staff, which he presses on the snow, and which serves also to moderate his speed when too great. Sometimes the lofty ranges are many miles from the summit to the base, consisting of long precipitous declivities, frequently obstructed by large masses of detached rock, and in others, presenting a perfectly smooth and steeply inclined surface. But down the steepest of such declivities will the Laplander rush with so great a dexterity, that if he should meet

suddenly with a fragment of rock, or other impediment, he takes a bound of some yards to avoid it; and when the part is very steep, such is his velocity, that it may be compared almost to that of an arrow, a cloud of snow being formed by the impetus of the descent.



CHAPTER VII.

THE travelling sledges of Russia are light, elastic, and conveniently built. They are made of unpainted birch wood ; the roof is covered with matting, and lined with bright coloured tapestry. The interior is stuffed with hay, straw, luggage cushions, and pillows, amid which the traveller lies snugly and warmly imbedded. These equipages can be purchased for a few dollars, and when they are no longer required, may be chopped up for fire-wood. Numerous are the discomforts attendant on a journey over a snow road, and serious are the obstacles presented by the uneven hillocks and holes, where the snow has become piled, or drifted away ; the sledges are described as “ dancing about upon these eccentric roads, like ships upon the waves, and many passengers becoming regularly sea-sick.” These impediments

are also dangerous, as it sometimes happens that the horses and sledges stick fast, and with the passengers are buried in the snow. Such travelling requires careful and steady drivers, and these the Russians are, being unweariedly active, and cautious in the guidance of their sledges; now driving, now leading the horses, springing out to hold the sledge whenever it threatens to upset; and constantly changing their seat from right to left, to preserve the equilibrium. The journeys through the Russian forests are described as presenting magnificent spectacles.

“Into one of them,” says the Princess Daschkaw, “we daily penetrate on our sledges, drawn by three horses abreast, surging through the snow at full speed, like a boat breaking through the waves, and casting up a sparkling spray as though it moved through an atmosphere of diamonds. The opening of the forest is like the charnel-house of nature; every tree rattles like a bleached skeleton—moaning, hollow, gaunt and menacing, till we lose the apparition by bursting amidst towering firs, whose shafts swell into columns of snow, and flit in thousands of marble pillars before our watery eyes, which give, perhaps, an illusive medium to

reality. The underwood, feathered-like swan's-down on the wiry branches, trembles under the weight of snow-tufts. Nor is the gilding of the setting sun less meagre in its effect, when an horizontal beam, striking upon the snow, seems to awaken all the treasures of Golconda, and the ground blazes with precious gems of all the tints of the ruby, sapphire, topaz, emerald, and diamond.

“The solitude of the forest is seldom interrupted in our course, except by wood-cutters, looking rather like fabulous satyrs than human beings, whose long beards clogged in snow, and lengthened with icicles, crackle in responsive measure to their hatchet strokes.”

The scene presented by the charioteering in St. Petersburg, is one which, though of a rather different kind to the preceding, is equally striking in its way. A vast quantity of elegant vehicles in the form of sledges abound there, of such peculiarly light and elegant construction, that they seem made for flying; these have covers tastefully lined with fur, and drivers with long beards and caftans of coloured cloth like Turkish pachas. The Russian sledge, indeed, surpasses in lightness,

elegance, and adaptation to its purpose, the same kind of vehicles of all other nations; it is the result of a century's practice and experience, a creation of Russian national ingenuity, which passes half its existence on the ice roads of winter.

Speaking of the great street in St. Petersburg, called the Perspective, Kohl writes: "The road, covered with a smooth coat of snow, is like an arena, in which thousands of sledge competitors are trying their skill and dexterity; and the scene is the more magical as everything glides so noiselessly over the snow; there is no senseless clatter of wheels to stun the ear, and seated in a small sledge, it is an indescribable pleasure to glide up and down in this surge of conveyances. The equipages are by no means uniform, for they are of all shapes and dimensions, of all qualities and degrees of decoration, and amongst them the grand carriages and four of the nobility, with their numerous crew of footmen, coachmen, and outriders, move majestically along the cortège, like ships of the line, through the crowd of little vessels. If there is nothing else in Russia that the traveller learns to love, he will certainly remember with

pleasure these sledge promenades, and the lively, skilful, and willing drivers."

Every produce for the market in Russia is conveyed during winter on sledges, and those laden with oxen, calves and goats, have the most extraordinary appearance, for the animals are brought to market perfectly frozen, and of course they are suffered to freeze in an extended posture, because in this state they are more portable. Every part is as hard as stone, and the carcasses are cut up like trunks of trees with axe and saw. The Russians are particularly fond of small sucking pigs, and whole trains of sledges come to the market, laden with infant swine strung together like thrushes, and sold by the dozen.

The sledge of the Russian peasant is elegant in form, and being made of birch wood is extremely light. It is broader behind than before, that if in winter it should sink into one of the snow pits which are so frequent and deep, the horse may the more easily drag it out at the foremost, and least heavily laden end; the sides rise very high in front, so as to glide the more lightly over all the inequalities of the way.

One of the most remarkable establishments in the great bazaar or market place of St. Petersburg is the repository for vehicles. It extends to the length of half a mile, and is filled with elegant carriages, droschkas, calèches, britschkas, and a great variety of sledges all ready for immediate use. These conveyances find a ready sale, for in most Russian towns every body who wishes to be thought of consequence appears abroad in a carriage of some kind. The master and the mistress of the house have each their separate carriages and four or six horses, and in many families the children have a conveyance. Sons at fifteen have their carriage and pair, and at twenty, four horses become their privilege. In fact, such is the number of horses, carriages, and coachmen in some families, that the establishment might be taken for that of a sovereign prince. The dress of the Russian coachman is the ancient national costume, and one of great elegance; the wearer is generally of fine person, and is considered a person of some consequence in the family of his employer. The coachman of the late Emperor Alexander is a person of no little notoriety, now living with honour, and

the rank of councillor of state in one of the palaces of Petersburg. For upwards of thirty years this man attended his master like his shadow, and, from his experience and originality, was a great favourite with him. He accompanied the Emperor in all his journeys, and is therefore well known, not only at the numerous Russian post-stations, but likewise in all the European capitals. Even in death he did not forsake him, and, wrapped in his fur pelisse, slept, during the whole of the long and mournful procession from Taganrog to Petersburg, under the hearse, that nothing untoward might befall the corpse of his master.

On the first of May, and on other festivals, a *galanie*, or carriage procession, forms one of the recreations of the day, and from the multitude of equipages kept in the Russian cities, presents a grand and imposing spectacle. At such public *galanies*, it is the fashion for every one to appear with as many horses as his rank entitles him to drive; and headed by the Empress and the court, carriages and six abound, while humbler conveyances of all kinds are to be seen, as every one has a right to join the procession, which, in lines of

four deep, sometimes extends a mile in length. The present Emperor does not patronise all this state, and when he appears in public it is in the



Russian Droschka.

most unpretending manner. His usual vehicle when driving through the streets, where he is constantly to be seen, is either in a sledge or a

droschka, drawn by a single horse; and when travelling, his telegue is a rude carriage, little better than that used by the serfs.

The droschka is described as being as national, characteristic, and perfect in its way as the sledge. "To the Spanish grandee these vehicles would be an abomination: German indulgence selects the formal coach. The French and Italians introduced phaetons, and the English gigs, and tilburies. The Russian, studying rapidity more than comfort, invented droschkas, into which you throw yourself with less ceremony than into an arm chair, though you do not sit more conveniently than on horse-back."

The humblest kind of droschkas are frequently nothing but a board upon axlewheels drawn by a wretched horse; others have a cushioned seat extending from front to back of the vehicle, on which a single traveller rides astride; the conveyance is hung on springs, and is placed on four wheels. Numbers of the latter may be seen clustered together for hire in the streets, or standing in a row close to the footway before some convenient or movable mangers of wood filled

with hay. The driver, habited in a very picturesque costume, is recognised by a square tin plate hanging between his shoulders, on which is engraved the number of his vehicle.

In a curious collection at St. Petersburg, now in the possession of the Emperor Nicholas, and originally belonging to Peter the Great (recognised as Emperor in 1725) some specimens of antique carriages are still preserved. One is close, made of deal, stained black, mounted on four wheels, the windows mica instead of glass, and the frames of common tin: the other is open with a small machine behind of the shipwright emperor's invention, its purpose to determine the number of miles traversed on a journey. In the same collection is the litter of Charles XII. used at the battle of Pultowa.

The cold and rugged districts of Norway, Lapland, and Sweden, are so frequently covered with enormous masses of snow, that ice skating, such as we recognise it, is but little practised; and as we have remarked, snow skates are there employed; but in Holland, there is a sufficient amount of smooth ice, combined with an absence

of snow, to enable the inhabitants to enjoy skating every winter as a means both of amusement and profit. Women join in it as well as men, and frequently skate to market with their baskets on their heads. It is said that at Groningen, in 1808, two young women won the prize in a skating match, going thirty miles an hour.

In frosty weather, Rotterdam is described as presenting to the stranger an unusual and attractive scene. The large windows of the houses made of the clearest glass, and kept bright by the constant care of the housewives, sparkle in the sun with more than usual lustre; the fine trees planted along the sides of the streets, are feathered with congealed snow; innumerable pleasure boats and merchant ships lie wedged together in the frozen canals, their rigging, masts, and pendants candied over in the same manner as the branches of the trees; and multitudes of men, women and children, gliding in their sledges with incredible swiftness and dexterity along the streets and canals, render the whole prospect lively and amusing. But indeed throughout Holland in winter, the whole country wears the appearance of a fair. The canals from

one town to another, are often frozen over for three months together, and form a solid floor of ice.

The country people skate to market with milk and vegetables. Sometimes a party of twenty or thirty may be seen going together, young women as well as men holding each other by the hand and gliding away with incredible swiftness. Booths are built upon the ice with large fires in them; horses run races rough shod, that is, their shoes are turned up to prevent their falling; every kind of sport is to be seen on the frozen canals; sledges drawn by the hand, others by horses, and all gaily decorated and filled with ladies and children, wrapped in warm furs, fly from one end of the streets to another. The sledges have no wheels, but move on an iron rounded at the ends.

The ladies of all northern countries are extremely fond of riding in *traineaux* in the winter evenings. These carriages prettily carved, painted and gilt, are made in the shapes of lions, swans, dolphins, peacocks, or any other device, and are fixed on the sledge. The lady on these occasions is gaily dressed in velvet, sables, lace and jewels, and her

head is defended from the cold by a velvet cap turned up with fur: the horse too is decorated with feathers and bells, and the horns of a stag are fixed on his head. Several pages on horseback with flambeaux attend the carriage to display the equipage and prevent mischief, as they often drive at full speed through the streets in the darkest nights; but it is by moonlight that all this finery contrasted with the snow produces the most beautiful effect.

Boats so constructed as to sail upon ice are also very common in Holland, particularly upon the Maese, and lake Y. They go with incredible swiftness, sometimes so quick as to affect the breath, and are found most useful in conveying goods and passengers over lakes and great rivers in that country. Boats of different sizes are placed in a transverse form upon a $2\frac{1}{2}$ or 3 inch deal board: at the extremity of each end are fixed irons, which turn up in the form of skates: upon this plank the boat rests and the two ends act as outriggers, to prevent oversetting; whence ropes are fastened that lead to the head of the mast, in the nature of shrouds, and others are passed through

a block across the bowsprit; the rudder is made somewhat like a hatchet, with the head placed downward, which being pressed down, cuts the ice, and serves the same purposes as a rudder in the water, by enabling the steersman to steer, tack, &c.



Ox Sledge, Madeira.

In Madeira, where there are no wheeled carriages, sledges drawn by oxen are used for the conveyance of all goods, the animals drawing them being hung with bells, which, joined to the

loud and discordant cries of the drivers, soon herald their approach. Horses, hammocks, and palanquins form the conveyance of the natives, and it is a stirring and picturesque spectacle to witness a large cavalcade of pleasure hunters winding slowly among some steep and narrow road of the mountains, the light dresses of the riders contrasting with the strange costume of the train of native attendants, who at night bear torches to light the way.



CHAPTER VIII.

FRANCE, Italy, Spain, and Germany, contend with each other for the honour of the first introduction of carriages, but to which the credit is due has never been exactly decided. It would appear from an ordinance of Philip the Fair of France, issued in 1294, for suppressing luxury, that carriages were known at that time in Paris, as the citizens' wives were therein forbidden the use of carriages, (cars,) and about the same period when Charles of Anjou entered Naples, his queen "rode in a *caretta*, the outside and inside of which was covered with blue velvet, interspersed with golden lilies." In the *Anciennes Chroniques de Flandres*, date 1347, is an illustration in beautiful preservation of the flight of Emengarde, wife of Salvard, Lord of Rousillon. The carriage in

which she is seated is not only richly coloured, but the details of its construction are accurately supplied. The outer edges of the wheels are coloured grey, to represent a tire of iron, and the horses are attached to the carriage by a similar method to the one now in use. The body of the "cart," or chariette, is of carved wood, and the hangings of purple and crimson turned up in the centre. The Lady Ermengarde is seated inside, with an attendant behind and her Fool in front. The machine is drawn by two horses, the charioteer sitting upon the left horse; towards the roof are some pommelles, or little round knobs, for the purpose of holding by when deep ruts or obstacles caused an unusual jerk in the vehicle. Modern carriages still retain a similar appliance in the shape of inside loops, though the improvement in springs and roads, have rendered them almost useless excepting as ornament.

The Emperor Frederick III. seems to have used a close carriage in his journeys to Frankfort in 1474-5. The Electress of Brandenburg and Duchess of Mecklenburg, and some others, displayed elegant carriages in 1509. In 1550 there

were three coaches in Paris, said by some to have belonged to the Queen, to Diana de Poitiers, and to Rene de Laval, Lord of Bois Dauphin, who was such a corpulent and unwieldy nobleman that he was unable to ride on horseback. Henry IV. was assassinated in a coach; and he appears to have had but one, from a letter he writes to a friend, in which he says, "I cannot wait upon you to-day, because my wife is using my coach."

At this period carriages had neither straps nor springs, but the coach in which Louis XIV. made his public entry was hung upon straps without springs. In 1562 the Elector of Cologne had several carriages. In 1594 the Margrave, John Sigismund, had at Warsaw thirty-six carriages, with six horses each. In the *Triumph of Maximilian*, a work executed in 1516, may be seen plates of various carriages or cars, some drawn by horses, stags, or camels, others impelled forward by means of different combinations of toothed wheels worked by men. In 1523 a law was enacted in Hungary to prevent the use of carriages, and other documents to the same effect were also published by those in power; even his

holiness the Pope rode upon horseback; but all these orders and examples proved ineffectual, for about the end of the 15th century emperors, kings, and princes began to employ covered carriages in journeys, and afterwards on public solemnities, thus setting an example, which in the course of the 16th century was generally followed. Ambassadors appeared for the first time in coaches in 1613. The coaches used by the Emperor Leopold are described by Kink as "possessing no great magnificence, though that belonging to his wife, a Spanish princess, cost with the harness 38,000 florins. The imperial carriages were distinguished only by leather traces, but the ladies in the imperial suite were obliged to content themselves with those the traces of which were made of ropes."

Public coaches were first introduced to let for hire in France in 1650, by Nicholas Sauvage: they took their name from the residence of the proprietor, who lived in a house called Hotel St. Fiacre, and were thence called fiacres. Others followed Sauvage, and obtained licences for letting carriages by paying certain sums of money. The appellation of Carosses de Remise was given to

those that were kept at the proprietors' houses, and let out to hire for a certain time, and in 1662 carriages with four horses were kept for the purpose of carrying people to the different palaces at which the court might be. These went under the name of *Voitures pour la Suite de la Cour*.



Wicker Carriage.

Regulations were established by the police to secure the safety of public carriages, and marks affixed upon them by which they might be known.

In England, fifty years ago, six miles an hour was reckoned fair speed for a stage coach. In France, twenty years before this time, the travelling carriage was the wagon-like machine of wicker work represented in the cut, which is taken from a view on the high road published in the early part of the reign of Louis XVI., who came to the throne in 1774. This vehicle has no coach box; the driver sits leisurely on one of the horses; his passengers inside and out loll leisurely, and his horses drag leisurely; instead of glasses there are leathern curtains, which unfurl from the top, and flap down or wholly obscure the light. It is little better, and perhaps it moved only a little quicker, than a common stage wagon. Our own stage coaches in the time of George II. were scarcely of superior construction.

The progress of the railway system on the Continent has now become so important that it has, of course, superseded in many instances the use of the diligence, hitherto the principal national stage conveyance, and which in the case of the French is a sort of compound of wagon and stage

coach. The inside is divided into three bodies, each holding three, four, or six passengers, according to its size. In front is the banquette of the diligence, with leathern covers like the cabs and chaises of England. The passengers in this part, usually three in number, constitute the outside fare, and even this is sometimes enclosed and called a coupé. The inside passengers have plenty of room, but from the smallness of the windows and the manner in which the seats are arranged, a view of the surrounding country can scarcely be obtained: five to six horses generally draw the diligence, sometimes three abreast. The postilion drives from a seat in front of the banquette; the average rate of travel is about two leagues an hour, though, on some roads, a greater speed is attained.

The German diligence resembles the French one, but is still more clumsy and unwieldy. In spite of the meagre cattle, the knotted rope harness, and lumbering paces of the French diligence, it is more neat, comfortable and expeditious than that of Germany. The luggage, which generally constitutes by far the greater

part of the burden, is placed, not above, but in the rear. Behind the carriage projects a flooring from above the axle of the hind wheels, equal in length and breadth to all the rest of the vehicle. On this is built up a castle of boxes and packages, that generally projects beyond the wheels, and towers above the roof of the carriage. The whole weight is increased as much as possible by the strong chains, intended to secure the fortification from all attacks in the rear; for the guard, like his French brother, will expose himself neither to wind nor weather, but forthwith retires to doze in his cabriolet, leaving to its fate the great mass of luggage. To this huge combination of stage coach and carriers' cart, are yoked four meagre ragged cattle, and the whole proceeds along the finest roads at about four miles an hour; for though the French are better provided with vehicles than the German, the roads are not to be compared in excellence to those of Germany.

The Government, or main diligence, is constructed to carry nine passengers. In the fore part is the coupé, capable of accommodating three persons, and then the mid-body of the coach, in

which six persons are immured. In the rear is a sort of warehouse with folding doors, capable of containing the luggage of the nine passengers, provided it be of a moderate extent. The droschka of Germany is a kind of gig, the body of which is of basket work; it holds from eight to ten persons, and commonly has leathern curtains.

Travelling in Switzerland has so greatly increased for some years past, that diligences now run daily between most of the large towns, and there are few carriage roads in the country not traversed by them several times during the week. They generally belong to the government of the different cantons, and are attached to the post-office. The places are numbered, and the passenger is allowed a certain weight of luggage; but in passing from one canton to another, a new set of proprietors often occasions a change of coaches, and the travellers have sometimes to wait several hours in the middle of the night, and in a remote place, before the relay coach is ready.

Holland, Belgium, Austria, and Prussia have all their diligences, varying but little from those of France. In Russia, this conveyance is said to be

of a very superior kind, and being in winter placed on a sledge, travels during that season very rapidly. A kind of vehicle is used in France, Italy, and Switzerland, called a char à banc, and it perhaps may be deemed the national carriage of the latter. It is a kind of gig, placed sideways upon four wheels, at a little distance from the ground, and is surrounded by leather curtains, made to draw, whence it has been compared to a four-post bedstead on wheels. This is the smaller kind, the larger has two or more benches suspended by thongs across a kind of long wagon, and ranged one behind another.

The small char à banc, the kind most used in travelling, is a very strong and light vehicle, holding two or three persons, and venturing on roads where no other species of wheel carriage would be available. Although rather a jolting conveyance, it is convenient, from being hung so near the ground, that the traveller can either alight or enter it without stopping the horse. In almost every village of Switzerland, these small char à bancs can be hired at about twelve francs a-day, including the driver.

A carriage or litter is adopted in Sicily, resembling the body of our post-chaises, and is carried by mules, one before and one behind, and is very convenient in mountainous paths, which are too narrow to admit of a wheel carriage.

On arriving in the city of Naples, the stranger cannot but be surprised at the immense number and variety of carriages that dash by him in all directions. In fact, the gay-hearted inhabitants are excessively fond of driving about in any kind of vehicle that will carry them, and these, consequently, are in almost every possible fashion, shape, and state of preservation. Almost every Neapolitan who pretends to anything like the rank of gentleman, considers some sort of equipage as indispensable, and as there are no taxes on either carriages or horses, it is easy to understand why Naples is more crowded with vehicles than any other of the European capitals. Such conveyances are driven at a furious rate, and as the streets are all paved with large pieces of lava, and as the inferior portion of the equipages rattle fearfully as they go, the clamour produced is almost indescribable, increased as it is by the

songs of the drivers and the bawling for fares. Among the numerous vehicles, some of which are extremely elegant, we can only select for description, the Calesso, and the Flower-Pot Calesso; the latter is truly a Neapolitan machine, with a body like the section of a large flower-pot, cut perpendicularly in two, and hollowed out; this is fastened to the wooden axletree, which has no iron, but terminates in two wooden arms, on which the wheels revolve. The horse is very loosely harnessed between the shafts; one, or, by hard squeezing, two passengers occupy the seat, and the driver leaps upon a narrow foot-board behind, and grasping his reins, flourishes his whip over the heads of his passengers, and sets off at full speed. His weight acts as on a lever, of which the axletree is the fulcrum, bringing down the hinder part of the vehicle, and making the shafts ascend so high that their extreme points are often higher than the horse's head. Sometimes a second passenger will jump up behind, but unless the vehicle is well balanced forward, this would actually lift the horse off his feet. If, as frequently happens, a second horse is tied by the

side of the other, outside the shafts, this flower-pot will travel at a tremendous rate, for the machine itself, being entirely of wood, is very light, and the weight of the passengers and driver acts very slightly on the shaft horse, who, like the comrade by his side, has only to pull. When new, this vehicle is frequently very smart, and even gaudy, the wooden body being painted with flowers, and coarsely gilt; the shafts and wheels as dazzling as bright red, green, and orange can make them; and even part of the harness is covered with gilding, very much like what is put on our gingerbread nuts.

The Calesso, however, is decidedly the most popular conveyance as the carriage of the people, for it can be made, though with some ingenuity and sacrifice of comfort, to carry ten or twelve people. It is a common thing to see three men and women on the seat, with the like number in their laps, or at their feet, at the bottom of the chaise, with their legs dangling out in front of the wheels, three more hanging on behind, a boy seated on the shafts, and a couple of little children bestowed in a net fastened to the axletree, and

dangling between the under part of the calesso and the ground. To all of these must be added the driver. Two horses generally draw this rickety machine, one between the shafts, and the other outside, harnessed in the rudest manner with ropes. The capacious body of the calesso is made of wood, without springs, being merely slung on braces.

The true time to see these popular vehicles in all their glory, is on some grand festival, in the city of Naples. In the simple marriage contracts of the female peasantry, there are positive clauses inserted, by which the husband is bound to take his wife to certain festivals in the course of the year; consequently, when Naples is the scene of the festival, they come flocking from all parts, every family, or set of friends that can afford it, driving away in a calesso. When they have been any time in use, these carriages are still shabbier than the tarnished flower-pots, but ornamented as they are on *some* of the holidays, with branches and boughs of trees, with flowers, or clustering nuts, and in *all* with the gay dresses of their occupants, they look sufficiently gay and pleasing.

It is, indeed, too much for the nerves of a sensitive person to witness the reckless manner with which, on such occasions, the mob of vehicles are driven along over the hard and slippery pavement, racing with each other, the passengers contending in making the most tumultuous noise, by shouting, singing, beating tambourines, while the respective drivers loudly crack their rope whips in concert.

Of all the countries of civilized Europe, there is scarcely any one so notorious as Spain for the badness of the accommodation which it affords to travellers. Even its large cities, and the very capital itself, are not exempt from this reproach, though, of course, in a somewhat lesser degree, with the poorest villages and the most solitary resting places. It is singular too, that scarcely any improvement has taken place throughout the greater portion of the country for the last 150 years; the accounts of recent writers exhibit nearly the same picture as those of travellers of a more recent date. Mr. Inglis, writing twenty years ago, informs us that there is but one road from Madrid to Seville, but there are various modes of

travelling it. Diligences, which leave Madrid twice a-week, perform the journey in four days and a half, resting every evening from seven until after midnight. Galeras on springs, which have no regular day of departure, but which are to be found every week, perform the journey in ten days. A private coach with seven mules may be hired, by which eleven to twelve days is occupied on the road; or this journey, like every other in Spain, may be performed by mules, a mode of conveyance for which fourteen days must be allowed. The better class of travellers from Bayonne to Madrid, in which the road is in good condition, are, however, accommodated in a manner which Mr. Inglis thinks superior to anything of the kind he met with in Europe. "The coach is more roomy and commodious than an English private carriage; it is well cushioned and seated; the windows are furnished with Venetian blinds, and silk curtains, by which the sun may be excluded, even when the glass windows are closed; two passengers only are admitted inside, one has a seat with the guard. The coach is drawn by four mules, which are kept at a gallop the whole way,

at a rate of twelve miles the hour. No time is lost in useless stoppages ; the mules are changed as expeditiously as horses in England. But the traveller must be contented with few meals ; and against the assaults of thirst the guards are provided with a well-filled wine skin, to which they never apply without first offering it to the passengers, who are expected to accept the civility."

On one occasion, Mr. Inglis found these public conveyances so far honoured, or the state of royal carriages so far reduced in Spain, that he met the Infant Don Francis in one of them at Vittoria. He, his consort, and his family, occupied one diligence, and his suite occupied another ; the first was drawn by seven mules, the other by six. The royal party was received with respect by a considerable concourse of people, and with military honours. The proprietors of such conveyances are obliged to purchase immunity and protection from the different bands of banditti which infest the roads through which these diligences travel, in other words, to pay *blackmail*. One of the chiefs of the banditti accompanies each coach on its journey, and overawes by his name and reputation the

robbers of an inferior description who own no laws of honour. The following recent adventure, which occurred in 1850, is a fair specimen of the perils to which travellers are exposed from such causes even at the present moment:—

“ On the 6th inst., at two o'clock in the afternoon, we left Madrid for Seville in the diligence. On arriving at Carlota, we were joined by an escort, consisting of a cavalry and an infantry gendarme. Under the pretext that one of the wheels had got heated, the conductor adopted such a slow pace that we were between four and five hours behind time. About a league from Ecija, in the defile of Perea, at two in the morning, we were disagreeably startled out of our sleep or reveries by a loud detonation, accompanied by cries of ‘Alto!’ (stop.) The detonation was a shot from a blunderbuss, and the cries proceeded from seven brigands. They forthwith commenced firing at the infantry gendarme, who returned the compliment, and then, in order not to endanger the lives of the passengers, leaped to the road. Making a parapet of the mules, he continued the combat like a hero, and at last fell, pierced by two

bullets, whilst his cowardly companion was disarmed in seeking to escape. This obstacle being removed, the pillage commenced. First of all, the scoundrels called to the conductor in a familiar manner by his name, and held a conversation with him. They then made us get out of the diligence, and, with frightful imprecations and menaces, placed us on our knees. In this position, with five blunderbusses pointed at our heads, we were rifled of everything, and then forced to lie down in the road on our faces, where we remained for two hours, nearly frozen to death, whilst the coach was rifled. Everything of the slightest value was taken possession of; nothing being left but our empty boxes and carpet bags, with the exception of a portmanteau belonging to an Englishman, containing valuable papers, a fact they seemed aware of, as it was carried off. Full of terror, half dead with the cold, and without a farthing in our pockets, we at last reached Ecija, where the authorities detained us seven weary hours in taking our depositions, concluding each interrogation by asking, whether *we pardoned the thieves?*

With the exception of some few highroads,

which are as we have just instanced very insecure, there exists scarcely a cart or wagon track through Spain. All means of transport are therefore dear; and in the neighbourhood of Salamanca, it has been known, after a succession of abundant harvests, that the wheat has actually been left on the ground, because it would not repay the cost of carriage.

“The Prado of Madrid is,” says Mr. Inglis, “an admirable resort for a stranger who is desirous of seeing the population. When I reached it, it seemed already crowded, although a dense stream of people was still pouring into it from the Calle de Alcalá. On the part appropriated to carriages, there was already a double row of vehicles, bespeaking by their slow motion the stateliness of character said to belong to the Spanish aristocracy. The turn-out of carriages presented a strange *mélange* of elegance and shabbiness; some few were as handsome as any seen in Hyde Park; some, truly Spanish, were entirely covered with gilding and painting; many were like worn-out post chaises; and several like the old family pieces that are yet to be seen at the church doors on Sunday

in some remote parish in England. I observed the most ludicrous incongruity between the carriages and the servants; many a respectable, even handsome carriage might be seen with a servant behind, like some street vagabond, who seeing a vacant place had mounted for the sake of a drive. I actually saw a tolerably neat carriage driven by a coachman without stockings; and another with a rheumatic lacquey behind, whose head was enveloped in flannel."

The Muleteer is the general medium of traffic in Spain, and the legitimate traverser of the land, crossing the Peninsula from the Pyrenees and the Asturias to the Alpexarras, and even to the gates of Gibraltar. He lives frugally and hardily; his alforjas of coarse cloth holds his scanty stock of provisions; a leather bottle at his saddle bow contains wine or water for a supply across barren mountains and thirsty plains. A mule cloth spread upon the ground is his bed at night, and his pack saddle is his pillow. "But," says Washington Irving, "his low but clean limbed and sinewy form, betokens strength; his complexion is dark and sunburnt, his eye resolute but quiet in

its expression, except when kindled by sudden emotion; his demeanour is frank, manly, and courteous, and he never passes you without a grave salutation of, 'God guard you! God be with you, cavalier.'"

In the journeys performed by the aid of mules it sometimes appears, in narrow paths, as if they actually desired to terrify the travellers on their backs, for they invariably walk as close as is consistent with their own safety to the edge of the precipice, so close that by no possibility could any one alight from the animals on that side. But this habit the creatures acquire to give themselves as much room as possible, and to prevent the packages, with which they are in general laden, from striking against the steep banks or projecting rocks, as this would inevitably, when they were treading on the smooth slippery granite, throw them from their well-poised balance, and hurl them at once down the gulf to certain destruction. If, however, the mule is left to his own sagacity, and to step where he pleases, and feels no check on his mouth, he contrives almost invariably to steer clear of all obstacles, and to track his

way where few men could wish, and where many men would be unable to walk or even to find a footing.

To a stranger, the mode in which they are shod appears eminently adapted to ensure their stumbling. A cat's foot shod with a walnut shell has been said to convey the clearest notion of it; that is, they walk with their feet in iron caps, and that too over rounded rocks, as slippery as glass. Along the granite tracks where the thundering avalanches yearly sweep all before them, bringing down mountains of snow, huge masses of rocks, and numbers of fir-trees, anything like a road is impossible; the animals consequently wind their way over the slanting and slippery face of the native rocks, where literally for very many yards together the traveller on foot walks with as much deliberation as if on ice, aided by an iron pointed staff which alone enables him to keep his footing, or even at some periods reduced to the necessity of dispensing with shoes, or shuffling along on hands and knees. At the very worst parts, they carry their noses close to the ground, but if they are left to step slow or fast as they think expedient

it appears to be a matter of indifference to them whether the path be good or bad.

Near the Hospice of St. Bernard, in the Alps, a stream, one of the sources of the Drance, descends through the plain from the glacier of Menoue, entering a deep defile below the forest of St. Pierre. The road soon winds along the side of a ravine amidst rocks, and the trunks and roots of enormous larches and pines, which wildly overhang the deep precipices above the foaming torrent; these render the route impassable in a char à banc, and here it was that Napoleon met with the greatest difficulty in transporting his cannon and *matériel*.

Under the direction of Marmont, who commanded the artillery, and Gassendi, the inspector of the ordnance, the cannon were dismounted and placed in the trunks of trees, hollowed to receive them, and thus dragged up the steep and dangerous ascents by half a battalion, whilst the other half carried their own and their comrades' arms and accoutrements, with provision for five days. The gun-carriages and ammunition-waggons were taken to pieces, placed on mules, and thus conveyed

across the mountain. The soldiers were often obliged to walk in single file; and when the head of a column rested, it checked those behind. Availing themselves of the halt, the soldiers refreshed themselves with biscuits steeped in melted snow, and then again advancing, beguiled their labour and renewed their exertions under the inspiration of national songs.

Napoleon himself had a narrow escape here. In a dangerous part of the road, near the upper termination of the forest of St. Pierre, he slipped from his mule on the snow, and was only saved from falling over the precipice by his guide, who caught him by the coat. For this service the peasant received a gift from Napoleon of 1,000 francs. How much of the eventful history of that period turned upon this little incident in mule travelling!

The snowy part of the Simplon pass is crossed in sledges drawn by horses; and Dickens, in his pictures of Italy, speaks of thus ploughing through the snow softly and swiftly in a sledge drawn by four horses. In the passes of these mountains, as we have observed, there are often, on one side,

steep eminences, and on the other frightful abysses; and as these, for the most part, follow the direction of the mountain, the road forms, at every little distance, steep declivities of several hundred yards downwards. These can only be descended by asses; and the animals themselves seem perfectly aware of the danger by the caution they use. When they come to the edge of one of the descents, they stop of themselves without being checked by the rider; and if he inadvertently attempt to spur them on, they continue immovable, as if ruminating on the danger that lies before them, and preparing for the encounter, for they not only attentively view the road, but tremble and snort at the danger. Having at length prepared for the descent, they place their fore feet in a posture as if they were stopping themselves; they then also put their hinder feet together, but a little forward, as if they were about to lie down. In this attitude, having taken a survey of the road, they slide down with the swiftness of a meteor. In the mean time, all the rider has to do is to keep himself fast in the saddle without checking the rein, for the least motion is sufficient to destroy

the equilibrium of the ass, in which case both must inevitably perish. But their address in this rapid descent is truly wonderful, for in their swiftest motion, when they seem to have lost all government of themselves, they follow the different windings of the road with as great exactness as if they had previously determined on the route they were to follow, and taken every precaution for their safety.



CHAPTER IX.

NOTWITHSTANDING their splendid navigable rivers, numerous canals, fastly increasing roads and railroads, and the general introduction of steam, wherever its power can be made available, we find that the Americans, and particularly that portion of them who live in the interior of the country, mostly prefer travelling on horseback, or in small light wagons, known by the name of Dearborns; and an individual will set out on horseback, accompanied by two to three others in a small wagon, with the intention of making a journey of 500, 800, or 1000 miles. In such jaunts, where settlements are new, and distant from each other, it is not at all uncommon to meet with unpeopled tracts of forest, "twenty mile woods" or "thirty mile woods," as they are

called, according to the distance through them; where not a tree has been cut down, except those that grew in the path that has been opened at the expense of the State in order to connect one section of the country with another. Though these forest paths, (for many of them do not deserve the name of roads, not being macadamised, nor even the stumps and roots of the trees eradicated,) are not the pleasantest roads in the world to travel by, yet the lonely traveller has nothing to apprehend from robbers, or the wild beasts of the forests, for though the latter are sometimes pretty numerous, they are not dangerous, while robbers in the inland parts of the country are rarely ever heard of.

All that a traveller has to apprehend, are the difficulties to which these forest tracks render travelling liable, such, for instance, as the absence of bridges over rivers or creeks, the stopping up of the road by the prostration of some huge tree, the scanty supply of provisions at the termination of a long day's journey, the loss of a horse's shoe—and this last is a disaster of a very serious kind, on account of the difficulty of getting it speedily replaced, while any casualty happening to

the wagon or harness, is often a matter of like annoyance. These journeys are more commonly made for business rather than pleasure, for wherever there is any object in America worthy of attention, whether it be the work of nature or art, an enterprising speculator is sure to make it easily approachable, while some other party, actuated by a similar motive, is as sure to establish conveyances to and from the point of attraction.

The traveller over the Andes sometimes rides in a chair on a man's back, and sends his luggage forward, drawn by oxen. This mode of crossing the Andes, as described by Humboldt, is as extraordinary as it is perilous. That illustrious traveller crossed the Andes at the mountain of Quindiu, the most difficult passage in the range, presenting a thick uninhabited forest, which cannot be traversed in less than ten to twelve days, even in fine weather. Travellers usually furnish themselves with a month's provision, as it often happens that the melting of the snow, and the sudden floods arising therefrom, prevent them from descending. The highest point of the road is 11,500 feet above the level of the sea, and the path, which is very

narrow, has in several places the appearance of a gallery dug in the rock, and left open above.

The oxen, which are the beasts of burden commonly used in the country, can scarcely force their way through these passages, some of which are 6,562 feet in length. In crossing the mountain, Humboldt was followed by twelve oxen, carrying



Travelling over the Andes.

his collections and instruments. His shoes were so torn by the prickles, which shoot out from the

roots of the bamboo, that, unwilling to be carried on men's backs, he was obliged to travel barefoot.

The usual mode of travelling, however, is in the chair we have mentioned, which is tied to the back of a carguero or porter, and notwithstanding the perilous and fatiguing nature of this employment, a constant supply of robust young men can always be found at the foot of the Andes, who are so willing to barter their services in this way, that upon a road being made over a part of this great chain of mountains, the government was petitioned against the road, by a body of these men, who for centuries had gained a living by carrying travellers in baskets strapped upon their backs over the fearful rocks which only such guides could cross.

When crossing the forests of Quindiu, they take with them bundles of the large oval leaves of the vijao, a plant of the banana family, the peculiar varnish of which renders it waterproof. A hundredweight of these leaves is sufficient to cover a hut large enough to hold six to eight persons. When they come to a convenient spot, where they intend to pass the night, the carriers lop a few branches from the trees, with which they

construct a frame ; it is then divided into squares, by the stalks of some climbing plant, or threads of agave, on which are hung the leaves, and in these temporary tents travellers are effectually protected from rain during their sojourn.

In various districts of South America, as in the mountainous parts of Spain, mules are almost the only beast of burden, and are so sure footed, as to inspire the greatest confidence. When they feel themselves in danger, they stop, turn their heads to the right and left, and the motion of their ears seems to indicate that they are reflecting on the decision they ought to make, and this, unless crossed by the imprudence of travellers, is always on the safe side. During journeys of six to seven months along the frightful roads of the Andes, the intelligence of these animals, as well as other beasts of burden, displays itself in a surprising manner. Thus the mountaineers, as Humboldt tells us, are heard to say: "I will not give you the mule whose step is the easiest, but him who *reasons* best." A popular observation dictated by long experience.

It is to these patient and sure-footed animals, that travellers frequently owe their safety in

passes, where tremendous chasms yawn in the way; and the sagacity shown by the mules in leaping these dangerous openings, is a subject deserving the admiration it has gained from travellers who have visited these regions. In some places, also, it is necessary to make the descent of immense heights; an undertaking of great danger from their excessive steepness, and the slippery state of the mule tracks. "On these occasions," says Colonel Hamilton, "the mules take every precaution, and seem to know the danger they incur; for they inspect the road narrowly before them, and then place their fore-legs close together, and slide down on their hams in a manner which scarcely any one but an eye-witness would credit."

Sir Francis Head gives the following animated picture of the preparation of a train of baggage mules for a journey over these dangerous passes, and of some of the casualties common to journeys so perilous. "Anxious to be off," he writes, "I ordered the mules to be saddled: as soon as this was done, the baggage mules were ordered to be got ready. Every article of baggage was brought into the yard, and divided into six parcels,—the

number of the baggage mules,—quite different from each other in weight and bulk, but adapted to the strength of the different mules.

“The operation of loading them began. The driver first caught a great brown mule with his lasso, and then put a large shawl over his eyes, and tied it under his throat, leaving the animal’s nose and mouth uncovered. The mule stood quite still, while the large straw pack saddle was placed on his back, which they girthed to him in such a manner that nothing could move it. The articles were then placed one by one on each side, and bound together with a force and ingenuity against which it was hopeless for the mule to contend.

“I could not help pitying the poor animal, on seeing him thus prepared for carrying such a heavy load such a wearisome distance, and over such lofty mountains as the Andes; yet it is truly amusing to watch the nose and mouth of a mule when his eyes are blinded, and his ears pressed down to his neck in the shawl. Every movement which is made about him, either to arrange his saddle or his load, is resented by a curl of his nose and upper

lip, which in its wrinkles is expressive beyond description of everything that is vicious and spiteful; he appears to be planning all sorts of petty schemes of revenge, and as soon as the shawl is taken off, generally begins to put some of them into execution, either by running with his load against some other mule, or by kicking him. However, as soon as he finds that his burden is not to be got rid of, he dismisses, or, perhaps, conceals his resentment, and instantly assumes a look of patience and resignation."

In the course of their journey, the party arrive at what is considered the worst pass in the whole road over the Cordillera mountains. Here the mountain above appears almost perpendicular, and in one continued slope down to the rapid torrent that rages underneath. The surface is covered with loose earth and stones, which have been brought down by the waters. The path crosses this slope, and for about seventy yards is very perilous, being but a few inches broad; but the point of danger is a spot where the water which comes down from the mountain either washes the path away, or covers it with loose stones. In

some places the rock almost touches the shoulder of the traveller, while the precipice is immediately under the opposite foot, and high above head are a number of loose stones, which appear as if the slightest touch would send them rolling into the torrent which is foaming beneath. As soon as the party had crossed this pass, which is only seventy yards long, the driver remarked that it was a very bad place for baggage-mules; that 400 had been lost there, and that they would also probably lose one. He said, that he could get down to the water at a place about a hundred yards off, and there wait with his lasso, to catch any mule that might fall into the torrent: "And," says Sir Francis, "he requested me to lead on his mule. However, I resolved to see the tumble, if there was to be one, so the captain took away my mule and his own, and while I stood on a projecting rock at the end of the pass, he scrambled down on foot, till he got to the level of the water.

"The drove of mules now came in sight, one following another; a few were without burdens, but the rest were either mounted or heavily laden. As soon as the leading mule came to the

commencement of the pass he stopped, evidently unwilling to proceed, and of course all the rest stopped also. He was the finest mule we had, and on that account had twice as much to carry as any of the others. With his nose to the ground, literally smelling his way, he walked gently on, often changing the position of his feet, if he found the ground would not bear, until he came to the bad part of the pass, where he stopped; but the drivers threw stones at him, and he continued his path in safety, and several others followed. At length a young mule heavily laden chanced to strike his burden against the rock, which knocked his hind-legs over the precipice, and the loose stones immediately began to roll away from under him. His fore-legs, however, were still upon the narrow path; he had no room to put his head there, but he placed his nose on the path to his left, and appeared to hold on by his mouth; his perilous fate was soon decided, for the mule who followed, knocked his comrade's nose off the path, and head over heels the poor creature instantly commenced a fall that was quite terrific; with all his baggage firmly lashed to him, he

rolled down the steep slope until he came to the part which was quite perpendicular, and then he seemed to bound off, and turning round in the air, fell into the deep torrent on his back, and instantly disappeared. In spite of all his efforts, he was carried down the stream, turned the corner of a rock, and was given up for lost. At length," continued Sir Francis, "I saw at a distance a solitary mule walking towards us! we instantly recognised the phaeton whose fall we had just witnessed, and in a few moments he joined his comrades. He was of course dripping wet, his eye looked dull, but he was very little cut, none of his bones were broken, and the bulletin of his health was altogether incredible."

Mr. Darwin, in his Journal during the voyages of the "Adventure" and "Beagle," speaks in high terms of the docility and social habits of the mule. "Our manner of travelling," he says, "was delightfully independent. In the inhabited parts we bought a little firewood, hired pasture for the mules, and bivouacked in the same field with them. Carrying an iron pot, we cooked and eat our supper under the cloudless sky, and

knew no trouble. My muleteer had a troop of ten mules and a 'madrina.' This important personage was an old steady mare, with a little bell round her neck; and wheresoever she goes, the mules like dutiful children follow her. If several large troops are turned into one field to graze, in the morning the muleteer has only to lead the madrinas a little apart, and tinkle their bells, and although there may be 200 to 300 mules together, each immediately knows its own bell, and separates itself from the rest. The affection of these animals for their madrina saves infinite trouble, and it is nearly impossible to lose an old mule; for if detained for several hours by force, she will by the power of scent, like a dog, trace out her companions, or rather the madrina; for, according to the muleteer, she is the chief object of affection. The feeling is not, however, of an individual nature, for I believe I am right in saying that any animal with a bell will serve as a madrina."

When a Brazilian travels with his wife and family, he would furnish an amusing spectacle to the foreigner. The Senhor takes the lead generally on a mule caparisoned in what we should

term a heavy style. His saddle is not unlike our hussars in shape, but the seat is covered with light blue cotton velvet, embroidered with gold or silver thread; instead of the crupper he has a breeching, richly ornamented with plated, or sometimes silver spangles and little shells; his bridle is decorated in the same manner. The bit is a most brutal bit of machinery, often weighing 4 lbs., and so severe, that with a smart jerk it would break the jaw even of a mule. The curb is composed of strong links in the figure of an 8, and besides this appendage, the rider has a piece of iron formed into a semicircle, with sharp teeth, like a saw, on the inner side, which goes over the mule's nose, and prevents him from throwing his head up. The bridle, bit, curb, and nosepiece weigh rarely less than 7 to 8 lbs. On the pommel of the saddle are fastened a pair of wide-mouthed holster-pipes, in which he carries his pistols, of most undeniable native manufacture, and loaded as full of coarse powder, iron and leaden pellets, and Indian corn leaves, as the barrels can hold. His stirrup-leathers are so long, that the toe of his boot rarely reaches his massive

brass or silver stirrups; and at the back of the saddle is fixed a pad, on which his cloak rests. The total trappings which the poor mule or horse has to bear, exclusive of the rider's weight, is seldom less than 35 to 40 lbs.

The lady follows her lord and master on horse-back; the trappings of her steed are similar to her husband's, even to the saddle, for few Brazilian ladies venture on the dangers of a side-saddle, the only difference being in the colour of her seat, which is pink or light green. Her dress is a kind of habit, and a hat in the form of those worn by men in England, but of some bright colour, either red, blue, green, or yellow.

The lady's maid, a negress, follows, arrayed much after the fashion of her mistress; and then comes the baggage train, consisting of three to four mules, heavily laden with boxes covered with bullock's hides to preserve them from sun and rain. The rear is brought up by the mule-driver, and the "Senhor's pagem," a negro, or mulatto, dressed out in all the finery of Brazilian and African taste. His boots and hat are of stiff black leather, and his jacket is not only orna-

mented by sundry rows of brass sugar-loaf buttons, but the wearer frequently displays his taste, by sewing on odd bits of harness, buckles, brass rings, artificial flowers, or any other, what he considers, becoming appendage.

The usual rate of travelling is from ten to twelve miles daily, for the roads are too bad to admit of going at any other pace than a walk, and this is made doubly slow if the traveller has baggage-mules with him, which go a snail's pace, otherwise the cargo would be liable to upset, or the mules' backs be wounded. Three miles an hour is the regular pace, but many Brazilians think even this too much for the welfare of their mules.

On arriving at the rancho, an open shed for the accommodation of travellers, the party halt for the night, cook the provisions they have brought with them by the aid of fuel also conveyed by the mules. These animals are pastured in a secluded spot near by until sunrise the next day, when the whole party again commence their weary journey. Such expeditions frequently occupy three to four months, every day being passed alike, though not so every night, for a rancho is not

always to be found, and the party are then obliged to encamp in the open air, which is far from agreeable should the night be rainy, and the fire thus prevented from burning.

When the immense pampas or plains of Buenos Ayres, in South America, are traversed by travellers, they live in carts or covered wagons drawn by oxen, which are almost as commodious as a house. They have regular doors and windows, and the passengers sleep very comfortably upon mattresses on the floor. Such conveyances resemble those houses upon wheels, in which the keeper of a menagerie of wild beasts transports himself and family from one city to another, though of course not so well and comfortably fitted up.

The American prairie trading caravan is thus described by Mr. Farnham. Council Grove derives its name from the practice among the traders, from the commencement of the overland commerce with the Mexican dominions, of assembling there for the appointment of officers, and the establishment of rules and regulations to govern their march through the dangerous country south of it. They first elect their commander-in-chief. His

duty is to appoint subordinate leaders to divide the owners and men into watches, and to assign them their several hours of duty in guarding the camp during the remainder of their perilous journey. He also divides the caravan into two parts, each of which forms a column, when on march. In these lines he assigns each team the place in which it must be always found. Having arranged these several matters, the council breaks up; and the commander, with the guard on duty, moves off in advance, to select the track, and anticipate approaching danger. After this guard, the head teams of each column lead off about thirty feet apart, and the others follow in regular lines, 200 men, 100 wagons, 800 mules; the shoutings, whippings, whistlings, and cheerings, are confounding, and amidst these, the hardy Yankee moves happily onward to the siege of the mines of Montezuma, or elsewhere.

Several objects are attained by this arrangement of the wagons. If they are attacked on the march by the Cumanche cavalry, or other foes, the leading train files to the left and right, and close the front; and the hindermost by a similar movement close

the rear, and thus they form an oblong rampart of wagons, laden with cotton goods that effectually shield men and animals from the small arms of the Indians. The same arrangement is made when they halt for the night. Within the area thus formed, are put, after they are fed, the most valuable of the horses and oxen. The remainder of the animals are "staked," that is, tied to stakes at a distance of twenty to thirty yards around the line. Among these animals the guard on duty is stationed, standing motionless near them, or crouching so as to discover every moving spot upon the horizon of night. The reasons assigned for this are, that a guard in motion would be discovered and fired upon by the cautious savage before his presence could be known; and further, that it is impossible to discover the approach of an Indian, creeping among the grass in the dark, unless the eye of the observer be so close to the ground as to bring the whole surface lying within the range of vision between it and the line of light around the lower edge of the horizon. If the camp be attacked, the guard fire and retreat to the wagons. The whole body then take positions for defence;

at one time sallying out, rescue their animals from the grasp of the Indians, and at another, concealed behind their wagons, load and fire upon the intruders with all possible skill and rapidity. Many were the bloody battles fought on the "trail," and such were some of the dangers that attended and still attend on the Santa Fé trade. Many are the graves along the track of those who have fallen before the terrible cavalry of the Cumanches!

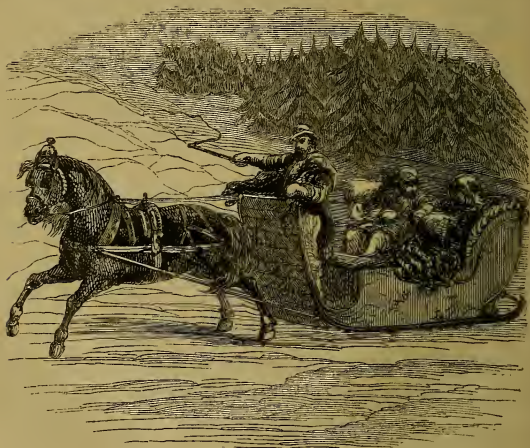
A considerable number of lamas (the American camel) are kept at Taena, a town of Bolivia; and it is an interesting sight to see a caravan of a hundred or two of these gentle and sociable creatures pacing along in stately order. A lama without burden marches in advance as leader, a large parti-coloured bunch of feathers decorating his head, and bells and ornaments hanging from his neck. Each of these useful animals generally carries a load of fifty pounds' weight, and the usual merchandise they transport is block tin, sent down from the eastern side of the Cordilleras. The lama is easily tamed, and becomes as attached to its master as a dog. When he is to receive his load, he kneels down like the camel, but if he

feels his load to be too heavy, he utters a deep moan, and nothing will induce him to rise. Their food consists of the ichu, a sort of rush which is found on cold, elevated spots, 14,000 feet above the level of the sea. The patient, good-tempered Indian is as temperate a liver as his lama, and on his journeys with the caravans, eats little but the coca leaf, which he chews, and which on an extremity will serve for meat and drink, during three or four days.

“In journeying through the sandy wildernesses of this country,” says Mr. Ritter, “it is a most painful sight to see the scattered skeletons and bones of the animals, chiefly mules and asses, which have been worn out in the service of the caravans. If they fall sick or break down, their loads are transferred to the backs of some of the supernumerary animals, and they are left behind, a prey to the vultures and condors of the snow-clad Cordilleras.

The winters of Canada are nearly as severe as those of the northern parts of Russia and Lapland, but they are generally dry and healthy. When it is necessary to perform any journey in winter,

the sleigh is much employed; this is a kind of sledge, provided with two seats, one being for the driver, and it is somewhat in the form of a chaise, mounted on skates. It is drawn by a horse, and



American Sleigh.

as it glides swiftly over the surface of the frozen snow, has very much the appearance of the sledge used by the Russians. As soon as a sufficient quantity of snow has fallen, all vehicles of every description from the stage coach to the wheel-

barrow, are supplied with runners shod with iron, after the manner of skates. The usual equipages for travelling, are the double sleigh, light wagon, and cutter; the two former are drawn by two horses abreast, but the latter, which is by far the most elegant in appearance, has but one. Sleighing is considered a very popular mode of travelling, and the more snow, the more agreeable the sleighing season is thought to be; and the harder it becomes the easier is the motion of the vehicle. The horses are all adorned with strings of little bells about their necks or bodies, the merry jingle of which produces a light lively sound.

A visitor to New York, in the winter of 1851 thus describes the scene he then witnessed. The snow is now set in, and as the streets are above a foot deep in it, omnibusses, carriages, and cars are all of a sudden withdrawn, and in one day the scene is entirely changed. The sleighs are all out, and present a view of the most animated description. Large omnibus-built sleighs, with "any quantity of passengers, are whisked through the streets with their unlimited number of horses, from one to twelve, and even twenty." Ladies

and gentlemen drive their neat, elegant, and even splendid sleighs, with their persons carefully muffled in bear, buffalo, and leopard skins. The horses decorated with bells, sometimes to the number of fifty upon each, cause no small tumult in the streets, and take the place of the noise of wheels, so usually heard.



CHAPTER X.

ONE of the earliest modes of conveyance in most countries, was riding on horseback, and as a mere path is sufficient for the passage of a horse, there was not great occasion for the construction of wide roads; the fine ones made by the Romans when they acquired power in Britain, were principally used to afford facilities for the movement of troops from one part of the island to the other, though they served for ages afterwards, as a medium of communication for those engaged in internal traffic. Excepting war-chariots and rude covered carts, we have but little intimation of the existence of vehicles among the Britons; and it seems probable that one of the earliest introduced into England was the horse litter, which was brought from the south of Europe, where it was found very useful in traversing mountain ranges,

and where it exists to the present day, though borne by mules instead of horses.

Till the beginning of the eighteenth century we were almost wholly an equestrian people; and from the days of the Wife of Bath, "girt with a pair of spurres sharp," to the days of Queen Elizabeth, we have scarcely a trace of even ladies accomplishing their journeys in any other manner than on horseback. In 1640 the wife of the last Earl of Cumberland rode from London to Lowdesborough, having thirty-two horses in her train, and the journey occupied eleven days. This and similar slow progresses were the relics of the old times of sumpter horses, when princes and nobles travelled with vast cavalcades like an oriental caravan; and though we read of Sir Robert Cary and others performing journeys by means of relays of horses with amazing rapidity, it must be borne in mind that such instances were but exceptions to the rule of slow travelling.

Although the Post was not established by law, there were at the end of the sixteenth century postmasters on all the great lines of roads, and for a sufficient consideration they would furnish any

traveller of importance “with abundant horses that he might ride till they dropped.” The days before the Post, were days when those who left their houses for distant parts of England were more separated from their friends than the North American emigrants of our own times; for the transmission of intelligence across the Atlantic is now performed with more facility than the old conveyance of a letter 200 miles upon a cross road.

The historian of Craven, speaking of 1609, says, “at this time the communication between the north of England and the Universities was kept up by carriers, who pursued their tedious but uniform route with whole trains of pack-horses. To their care were consigned not only the packages, but frequently the persons of young scholars. It was sometimes through their medium also that epistolary correspondence was managed; and as they always visited London, a letter could scarcely be exchanged between Yorkshire and Oxford in less time than a month.

With increase of commerce came increase of internal communication. In 1629 the inland

carriage of goods had become so much greater, and the roads were so much worse in consequence, that the Council, preferring the beauty and neatness of the public ways to the convenience of the public, for whom these roads were made, thought fit to issue a proclamation, prohibiting all carts from having more than two wheels, or carrying a load of more than a ton, or being drawn by more than five horses.

The conveyance of letters became at this period of sufficient importance to engage the attention of the State—were subjected to regulation—and rendered a source of revenue. In 1635 posts were established from London to Edinburgh, to Holyhead, and to Plymouth, and private letter carriers were prohibited by proclamation. Previous to this time private individuals were frequently at the expense of special messengers to convey their letters. The universities and principal towns had also posts of their own, employing trusty persons, who, without transferring their charge to others, performed the whole of their allotted journey, and returned with the letters collected on their route.

The ordinary mode of passenger conveyance by means of wagons instead of pack-horses, was introduced about two centuries ago; but long did the wagon and pack-horse continue to travel in good fellowship from morn till eve, a fortnight between York and London being considered a quick journey. These long and cumbrous wagons, or caravans, were chiefly employed for the conveyance of the humbler classes from town to town. They were drawn by four to five horses, carried from twenty to twenty-five passengers, and were, from the bad state of the roads in those days, a mode of conveyance as tedious as disagreeable; and the inexperienced passenger, whether on horseback or in wagon, must then have needed some courage to meet the perilous passes in some of the semi-deserts of uncultivated England.

When the Duke of Somerset, at a much later period than we are now speaking of, was accustomed to travel from London to Petworth, he used to send a letter previously, requesting that "the keepers and persons who knew the holes and the sloughs would come to meet his grace

with lanterns and long poles, to help him on his way." We often meet with ludicrous accounts of the perils attendant on all kinds of travelling before the high roads were brought even to a passable condition. When Charles the Third of Spain visited England, and Prince George of Denmark went out to meet him, both princes were so impeded by the state of the roads, that their carriages were obliged to be borne on the shoulders of the peasantry, and they were six hours in performing the last nine miles of their journey. One of the attendants thus describes the journey:—"We set out at six o'clock in the morning to go for Petworth, and did not get out of our coaches (save only when we were overturned or stuck in the mire,) till we arrived at our journey's end. It was hard service for the prince to sit fourteen hours in the coach that day without eating anything, and passing through the worst way I ever saw in my life. We were thrown but once indeed in going, but both our coach, which was the leading, and his highness's body coach would have suffered very often if the nimble boors of Suffolk had not frequently poised

it, or supported it with their shoulders from Godalming almost to Petworth, and the nearer we approached the Duke's house, the more unaccessible it seemed to be. The last nine miles of the way cost us six hours' time to conquer them; and indeed we had never done it if our good master had not several times lent us a pair of horses out of his own coach, whereby we were enabled to trace out the way for him."

It is difficult to determine the exact period at which a stage coach first appeared upon the road, but it seems to be pretty well ascertained that in 1662 there were but six, and one of the wise men of those days,—John Crossell of the Charter House,—tried his best to write them down. It was supposed he had the countenance of the country gentlemen, who were afraid if their wives could get easily and cheaply to London, they might not settle so well afterwards at the Hall or Farm. In 1663 Mr. Edward Parker writing to his father, says :—"I got to London on Saturday last. My journey was noways pleasant, being forced to ride in the boot all the way. The company that came up with me were persons of

great quality, as knights and ladies. My journey's expense was thirty shillings. This travel hath so indisposed me that I am resolved never to ride up again in the coach." The "boot" here mentioned was a projection from each side of the carriage, common in all coaches in these days; it was uncovered, and in it the passengers sat sideways, travelling at the rate of four to five miles an hour; and from Anthony à Wood's diary we learn, that the stage coach in 1667 performed its journey from Oxford to London in two days, "and," he adds, "is it for a man's health thus to travel with tired jades, to be laid fast in the foul ways, and forced to wade up to the knees in mire? afterwards to sit in the cold till trains of horses can come and pull the coach out? Is it for their health to travel in rotten coaches, and to have their tackle, or perch, or axletree, broken, and then to wait three to four hours, sometimes half a day to have them mended, and then to travel all night to make good their stage?" This account may be a little exaggerated, but it is remarkable how long the roads and the coaches continued to be in an execrable state. This

speed, of four and five miles an hour was called "flying," and the "flying coaches" were those which went on the best and most frequent roads. The mystery of driving four in hand was unknown, and when more than two horses were used, the leader, or one of the leaders, was ridden by a postilion, as no coachman professed to control more horses than those fastened to the shaft.

The coach itself, so well portrayed in Hogarth's picture of the Country Inn Yard, was made principally of a dull black leather, thickly studded with broad-headed nails, tracing out the panels, in the upper tier of which were four oval windows, with heavy red wooden frames or leathern curtains; upon the doors were displayed in large characters the names of the places whence the coach started, and whither it went. The vehicles varied in shape; some were like distillers' vats, and vats somewhat flattened, and hung equally balanced between the immense front and back springs; others resembled a violoncello case, the roofs in most cases swelled into a curve, which was surrounded by a high iron guard; the

coachman and the guard, who always held his carbine ready cocked upon his knee, then sat together, over a very long and narrow boot, which passed under a long spreading hammer-cloth with deep fringe. Behind the coach was the immense basket, stretching far and wide beyond the body, to which it was attached by long iron bars or supports, passed beneath it, though even these seemed scarcely equal to the enormous weight of passengers and luggage with which it was frequently loaded. The wheels were large, massive, and ill formed, usually of a red colour; and the three horses that drew the whole machine were so far parted from it, that it was with no little difficulty that the poor animals dragged their unwieldy burden along the heavy roads.

How striking is the contrast that a century and a quarter has made in the speed of travelling!

In 1850 the express train of the Great Western Railway goes to Exeter, a hundred and ninety-three miles, in four hours and a half. In 1725 the stage coach from London to Exeter occupied four summer days. The passengers were aroused every morning at two o'clock, left their inn at three,

dined at ten o'clock, and finished their day's labour at three in the afternoon.

Before the commencement of the present century, no public coach or other regular conveyance existed in the Highlands. It was not till 1806 and 1811 that coaches were regularly established in these directions, being the first that ran on roads in the Highlands. So little communication was there wont to be between the northern counties of Scotland and the south, owing to the want of roads, that, until of late years, the counties of Sutherland and Caithness were not required to return jurors to the circuits at Inverness. In 1715, the first coach or chariot seen in this place is said to have been brought by the Earl of Seafrith, to "the great wonder and veneration of the inhabitants;" and in 1760, the first post-chaise was brought to Inverness, and for a considerable time was the only wheel carriage in the district; and as late as 1763, there was only a coach once a month between Edinburgh and London, which was twelve to fourteen days on the road.

The Court Circular told us the other day, that the Queen and Royal Family, on their return

from Balmoral, performed the entire journey from Edinburgh to Pimlico, including a rest of at least an hour in York, in eleven hours. The distance is upwards of 430 miles. Contrast this fact with the following quaint announcement:—

“Edinburgh, Berwick, Newcastle, Durham, and London stage-coach, begins on Monday the 13th October, 1712. All that desire to pass from Edinbro’ to London, or from London to Edinbro’, or any place on that road, let them repair to Mr. John Baillie’s, at the Coach and Horses, at the head of the Canongate, every other Saturday, or the Black Swan in Holborn, every other Monday, at both of which places they may be received in a stage-coach, which performs the whole journey in thirteen days, without any stoppage (if God permit), having eighty able horses to perform the whole stage. Each passenger paying 4*l.* 10*s.* for the whole journey, allowing each passenger 20 lbs. weight, and all above to pay 6*d.* per lb. The coach sets off at six in the morning. Performed by Henry Harrison, Nich. Speighl, Robt. Garbe, Richd. Croft.” — *Newcastle Courant*, October 1712.

When we consider the cost of meals on such journeys, the coachmen and guards constantly retiring with admonitory "Please to remember," as well as the small allowance for luggage, and the overcharge, and compare that with the railway rates, luggage allowance, speed, and comfort, the contrast between 1712 and 1850 will seem very great.

The gradual extension of turnpike roads throughout the country at last brought about the ultimate perfection of coach travelling, the *mail*. Previous to this, the letter bags were carried by boys on horseback, and the robbing of the mail was of course so common an occurrence, that no safety whatever could be secured in the transmission of money,—the highwayman was the great hero of the travelling of that day. But on the 2d of August, 1784, the first mail-coach left London for Bristol; "and from that evening till the general establishment of the railway system, the mail was one of the wonders and glories of the land we live in."

CHAPTER XI.

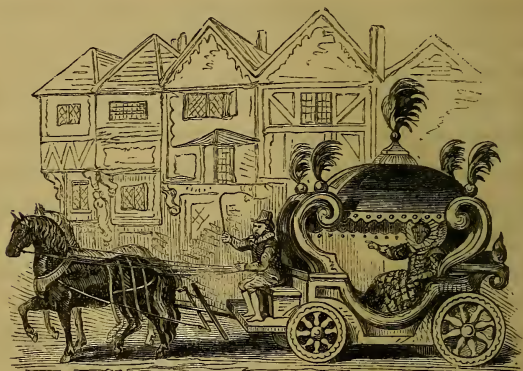
To attempt giving anything like a connected view of the railway system of our land, would far exceed our present limits; we will therefore proceed to give an account of the pleasure carriages on wheels which have been used in this country, an invention claimed by no less than four different nations of Europe, though England, where they have been brought to such a state of perfection, is not one of the number.

The entrance of the ambassador Trevasi into Mantua in a carriage, is noticed as early as the year 1433, and that of Frederick III. into Frankfort in a covered coach in the year 1475; and it forms a curious contrast to the rapidity with which new inventions are now adopted, to find that nearly a century elapsed before the covered

carriage was, in 1560, introduced into England. Long before this time carriages of some kind were used on state occasions, or for the conveyance of sick persons. Even in the time of the Saxons, a clumsy kind of car upon four wheels was employed to carry great personages; and Stow tells us that during Wat Tyler's insurrection in 1380, Richard II. being threatened by the rebels of Kent, rode from the Tower of London to the Mile's End, and with him his mother, because she was sick and weak, in a "whirlicote," which is supposed to have been a kind of covered carriage. "Chariots covered, with ladies therein," followed the litter in which Queen Catharine was carried to her coronation with Henry VIII. But the regular coach, the wheel carriage for pleasure, is supposed to have first generally come into use in the reign of Queen Elizabeth. Her Majesty's is the first that is called a coach, and before that time, she was accustomed to ride on horseback behind her Lord Chancellor, on state occasions.

An old author, who seems to have looked upon the introduction of coaches with no very friendly eye, writing about this period, says:—

“The first coach ever seen here, was brought out of the Netherlands by one William Boonen, a Dutchman, who gave a coach to Queen Elizabeth, for she had been seven years a queen before she had one; since when, they have increased with a



Queen Elizabeth's Coach.

mischief, and ruined all the best housekeeping, to the undoing of the watermen by the multitudes of hackney coaches. But they never swarmed so much to pester the streets as they do now till the year 1605; and then was the gunpowder

treason hatched, and at that time did the coaches breed and multiply." From this doleful lament we gather, that in a few years after their introduction, coaches were let out to hire.

People now desired to facilitate the conveyance of their persons (especially in the metropolis) as well as of their goods and letters, and hackney coaches at fixed rates, introduced from France, and established by a Captain Bailey, first began to ply in London; "at which time," as we are told by Rushworth, "there were not above twenty coaches to be had for hire in and about the capital, and the grave judges of the law constantly rid on horseback, in all weathers, to Westminster." The number of these vehicles increased rapidly, and ere long they amounted to 1,900. They were then deemed to require reduction and reform, not on account of being expensive or unsafe, but for this curious reason,—that they were drawn by "base lean jades, unworthy to be seen in so brave a city, or to stand about a King's court."

In 1637 we find that licences were granted to fifty hackney-coach keepers, allowing them to keep each twelve good horses and no more, a

regulation which stinted the metropolis to something less than 300 coaches. Still luxury made great advances, and numerous and various were the outward demonstrations of wealth which existed during the reign of Charles I. We read of masques and pageants, when as much as 21,000*l.* was expended for the amusement of a few hours. At one of those given by the Inns of Court to the King and Queen, Whitelocke tells us "how 100 gentlemen of the Inns of Court rode through the streets to Whitehall, in very rich clothes, scarcely anything but gold and silver lace to be seen, each attended by a page and two lacqueys; and how "other proper and beautiful young gentlemen, leading the revels, went by four and four in chariots and six, and how difficult it was to settle first the precedence of the chariots, and next the precedence of those who sat in them, till the former grave point was decided by lot, and the latter by the happy idea of having the carriages made like the "Roman triumphal chariots of old, so that there is no precedence in them." But the coaches employed by the nobility of the sixteenth century were very different from the elegant

vehicles now in use; and the present common stage, or hackney coach, is certainly far more comfortable than even the royal carriages, which, much like that of Queen Elizabeth, somewhat resembled our present Lord Mayor's coach, divested of its glass windows, and laid upon the axle without springs, like a wagon. When in addition to these circumstances we consider the state of the roads, we shall not be surprised that even queens, on long journeys, preferred a pillion on horseback behind one of their officers,—a mode of conveyance now abandoned to farmers' wives in remote villages.

The addition of glass windows to coaches first appeared at the beginning of the seventeenth century, and that of springs about forty years later. This last addition, the most important of all for the comfort of the occupant, and ease of draught, completed the coach, as we now have it. At first, coaches had only two horses, but afterwards the number was increased. In the reign of James I. "the stout old Earl of Northumberland, when he was got loose, having heard that the great favourite Buckingham was drawn about in a

coach with six horses, thought he might very well have eight in his coach, with which he rode through the City of London, to the vulgar talk and admiration." In general, however, it was thought disgraceful in those times for the male sex to ride in coaches. In Sir Philip Sidney's days, so famous for men at arms, it was then, says Aubrey, "held as great a disgrace for a young gentleman to be seen riding in the streets in a coach, as it would now for such a one to be seen in the streets in a petticoat and waistcoat! so much is the fashion of the times altered."

In the reign of James I. and Charles I. coaches met with rivals in the shape of sedan chairs. These were introduced by Sir S. Duncombe, gentleman-pensioner, and he procured a patent which vested in him and his heirs the sole right of carrying persons in sedans for a certain sum. Sir Saunders, who was a great traveller, had seen these chairs at Sedan, on the Meuse, in France, from whence they derived their name. Many jokes and squibs became prevalent respecting the various merits of the two sorts of vehicles, and a pamphlet was written containing the substance of dispute for pre-

cedence between a coach and a sedan, a brewer's dray, or "beere cart," being the umpire who gives as judgment,—“Coach and Sedan, you both shall reverence and ever give way to a beere cart, wherever you shall meete him in town or in country, as your ancient and elder brother.” In 1694 these fashionable vehicles were taxed by act of Parliament. 300 were licensed, and the number speedily increased to 400. They are now, however, entirely superseded by the handsome and convenient vehicles used by almost all ranks of society.

Among the most splendid of English private vehicles we may rank the royal state coach, which has served four sovereigns on all the state occasions, when etiquette requires such a mode of conveyance. It was built in 1762, was designed by Sir William Chambers, and executed under his direction; the carving is by Wilton, the painting by Cipriani, and the other parts of the workmanship was executed by the best in the several trades, at a cost of 7,662*l*. Of this sum Wilton received 2,504*l*. for the carving, and Cipriani 315*l*. for the painting. The body of the carriage is

supported by four Tritons, the foremost two support the driver's seat. The coach-pole is made to represent a bundle of lances. The form of the body itself is that of eight palm-trees, which branching out at the top, support the roof. In the centre of the roof are three figures representing the genii of the three kingdoms, and supporting various articles of the regalia. It need scarcely be added that the interior fittings, and all the minuter details, fully correspond with the beauty of the general form.

It is somewhat remarkable that the only other coach in England which can at all bear comparison with the royal state one is the Lord Mayor's coach, which was built nearly at the same time. It was about the year 1712 that the Lord Mayor first rode in a state coach to the water-side, on his way to Westminster, on the 9th of November. For more than two centuries before that period, the civic cavalcade went on horseback. The state coach employed, which was first drawn by four and afterwards by six horses, lasted until the year 1757, when a subscription of 1,065*l.* was raised among the aldermen of London, for defraying the

cost of the new coach now in use, which though, perhaps, not fully equal to the royal coach in elegance of design, far eclipses anything of the kind in England, where carriages have improved in their construction, and increased in variety, in a greater proportion than in numbers. The improvement in their construction may be imputed to the distribution of labour in building them, to the long experience of the workmen in their several departments, to the emulation naturally arising among the people employed in their manufacture,—but chiefly to Mechanics having become more a study, and of course better understood, amongst all ranks of society than formerly.

Carriages have been, like every other invention of man, improving slowly but gradually; and even now, when for beauty, lightness, and strength, human ingenuity would seem to be exhausted, experience leads us to look forward to something more perfect than we have yet seen; and we are warranted to expect, from the late display of such vehicles in the Great Exhibition, that complete perfection will ultimately be obtained.

The variety in carriages is so great, that it is

almost impossible to enumerate them, arising in a great measure from the increasing wealth of the people, enabling them to gratify their improved taste; but perhaps more particularly from a desire in the builders to raise their own reputation, by attracting the notice of the public with a name that had not before been heard of, although the carriage they produced under such name differed very immaterially from others that had long been perfectly well known. We must content ourselves with giving the names of those most generally known and used, and a very short description of each, without noticing the varieties hinted at above.

The most complete is that called a town coach or carriage, having like a stage coach two seats inside, and the coach box, covered with a hammer-cloth. The origin of this covering was, that in the early days of coaches, the coachman carried under his seat a hamper, with a hammer and other tools, ropes, &c. in case he should be required to mend either his coach or harness, in the then state of the vehicles and the roads. When used for travelling, this appendage is now dispensed

with, and its place supplied by a simpler seat for the driver, and a boot beneath for the luggage.

A fac-simile of a gentleman's carriage sixty years ago is now become difficult to produce, but it is worth describing. It had a most comfortable and roomy body, quite fit to contain six portly persons, and was suspended by long leather braces affixed to nearly upright springs. To enable the body to hang low, the perch of a bent form, called the compass perch, was used, and the carriage was of great length and strength. In fact, it was all in strict accordance with the animals that drew it, and came under the denomination of "slow and easy."

The fashionable open carriage of the day was a still more unsightly object, the high single-bodied *phaeton*, all upon the fore wheels, and looking as if the hinder ones had nothing to do but to follow. This was the favourite carriage of the late King George the Fourth when Prince of Wales, and was commonly driven by such as could afford it with four horses in hand. The phaeton was succeeded by the curricule, which, when pro-

perly appointed, and followed by two well mounted grooms, was of striking elegance, and had a long run in the fashionable world. But being like the phaeton, only calculated to carry two persons, and requiring never less than three horses, taxation and economy put an end to it.

The *chariot* may be considered as half a coach, for the general form and appearance resemble those of a coach, except that the body contains but one seat; of the same form are the hired post-chaises now but rarely used for travelling.

Landaau is the name given to a double-seated coach, which has a provision for being made into an open carriage by means of a jointed head, while a *landaulet* is a chariot with a similar convenience for opening. But these are now almost wholly superseded by other forms of vehicles. Most of these carriages, and two or three others, come under the denomination of close carriages. There are several other kinds which have the general name of open carriages, all of them like the former having four wheels, such as the *barouche*, the *barouchet*, the *phaeton*, the *brityschka*, the *droityschka* or *droschka*.

The two last-named are importations from abroad, and their great convenience has led to their being extensively used. The *britschka*, which has now almost superseded the phaeton, was brought from Germany, and one of its chief recommendations is, that although the body contains but one seat, and will hold but two persons, when it is closed in, yet there is accommodation for four persons, when in fine weather some little adjustment is made in the front of the vehicle; and another of its advantages is, that the inmates can recline at full length at pleasure, a degree of comfort of which none of the old carriages will admit. The awning or covering over the heads of those inside, admits of being completely closed in, by means of a kind of glass door or window let down in front. The principal characteristic of the *droschka* used in England is, that the passengers are seated very low, their feet being but a few inches from the ground, which makes the carriage a very convenient one for invalids.

Of two-wheeled carriages the *gig* is one of the very highest in use. Every means are adopted to render its construction simple, in fact, it is little

more than a railed chair upon shafts, but it is now much less frequent than formerly.

The *Tilbury* was named after the person who invented it, and has a light appearance, but it is said to be in reality a heavy vehicle, on account of the iron work necessarily employed in its construction.

Amongst other two-wheeled carriages, are the *curricie*, the *stanhope*, the *dennet*, which more or less resemble each other, but the *curricie* differs from all, in being the only two-wheeled vehicle which has two horses abreast. The horses have a bright steel bar passing across their backs, from which is suspended a pole, passing between the two horses, and attached to the carriage; by this pole the carriage is drawn along.

Numerous, indeed, are the forms of vehicles employed by the wealthy classes of this country, and perhaps there is no other in which the shape and construction is so very various; and when we consider the number of those employed in the paved and crowded streets of London, it is indeed a matter of surprise that so few accidents occur, either to the vehicles, their inmates, or the passers-by.

It now seems difficult to conceive a London without an omnibus or a cabriolet, and yet, how many amongst us must remember the time when they first appeared! For some 200 years, the hackney coach and stage had formed the only conveyance of those who rode in hired carriages; but in the year 1820, *cabriolets* were introduced from France, where they had been so long in use, that it seems surprising we should not sooner have adopted so useful a vehicle.

These were soon succeeded by another French invention, the *omnibus*. A Paddington stage-coach proprietor, in 1829, brought the idea from Paris, and in 1830 established omnibuses on the Paddington road. Though it is said that he was ruined by the speculation, the extraordinary increase in the number since that period sufficiently proves that the mode of conveyance is attended with great conveniences, more than a thousand being now employed in and near London, not only every day, but all day long, well answering to their name, derived from the Latin word "*omnibus*," for all. The traffic of so many thousand vehicles, public and private, through the

streets, renders it a matter of importance that the roadway should be kept in good order; and the degree of attention paid to this important point may be instanced by the fact that the paving of a single street in London (Oxford Street), with granite, according to the improved plans of modern engineers, has been estimated at considerably above 20,000*l*. The rate of travel has consequently increased with the facilities afforded by the improved and improving progress of roads and vehicles, both in town and country; but it was not until 1815 that the main improvement in travelling took place, so far as regarded speed, and it is in reality to Mr. McAdam that we owe it. Upon his plan, all the roads in England within, comparatively speaking, a few years, were remodelled, and upon principles of Roman science. From mere beds of torrents, and systems of ruts, they were raised universally to the condition and appearance of gravel walks in private parks and shrubberies.

The average rate of velocity was, in consequence, exactly doubled, ten miles an hour being generally accomplished instead of five. And at

the moment when all further improvement upon the speed of travelling had become hopeless, a new prospect was suddenly opened to us by railroads, which again, considering how much they have already exceeded the maximum of possibility as laid down by all engineers during the progress of the Manchester and Liverpool line, may soon give way to a new mode of locomotion, still more astounding to our preconceptions.

So great, indeed, are the present facilities and temptations for pleasurably expanding the mind, and benefiting the health by travel, that few could now be selected as the objects of compassion alluded to by old Burton, when he writes:—

“Peregrination charms our senses with such unspeakable and sweet variety, that some count him unhappy that never travelled, and pity his case that from his cradle to his old age beholds the same,—still, still, the same, the same.”—*Anatomy of Melancholy*.

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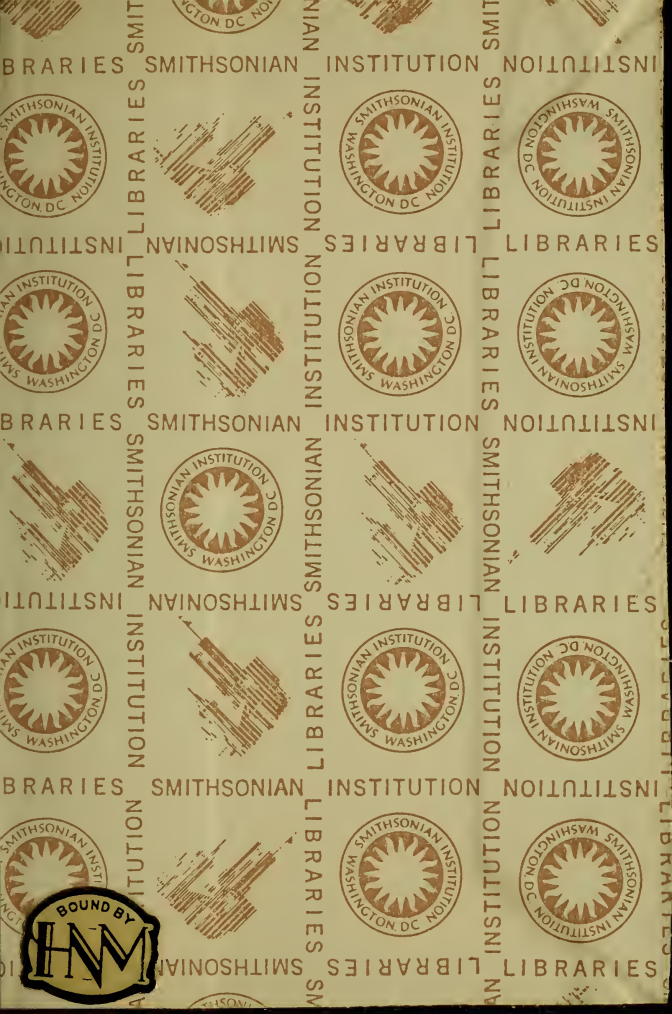
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